Grand Union Canal - Paddington Branch

Cycling, Walking & Access Improvement Study

June 2003

introduction

1.0

1.1 Background & Aims

Summary

It is estimated that 800,000 people live within a 10 minute walk of one of London's waterways and three times that number live within a 10 minute cycle ride. Each year more than 11 million visits are made to London's canals.

This study has been commissioned by Sustrans, the Royal Borough of Kensington & Chelsea and British Waterways London Region, to explore the opportunities to upgrade a section of the Grand Union Canal by improving access, surfacing and the general landscape environment.

The length in question runs between Mitre Bridge/Scrubs Lane and Little Venice, passing through the London Borough of Hammersmith and Fulham, the Royal Borough of Kensington and Chelsea and the City of Westminster.

The proposals to upgrade and relandscape sections of this canal provide an opportunity to improve the canal's accessibility and safety for all users, including cyclists, pedestrians, anglers and other users, building on proposals outlined in previous studies.

This would link the towpath into the rest of the National Cycle Network as well as other major pedestrian routes, providing links to key destinations such as Paddington Basin. The next phase of the National Cycle Network opens in 2005, linking Waterloo to Watford via the Grand Union Canal .

This pilot study provides a framework and guidance for future initiatives aimed at shared use towpaths.

Study Aims

The aims of this study are to assess the requirements and potential impacts of upgrading access points to the towpath, as well as upgrading the towpath itself, to accommodate more users, including cyclists, following British Waterways and Sustrans guidance. The towpath is used by cyclists at present although certain sections are designated no cycling, particularly Little Venice to Harrow Road.

The study will assess the potential viability and impact of such a proposal on the canal environment and all users of the towpath and recommend, where necessary, measures to protect the canal's unique character and integrity.

The study considers and addresses the following issues:

- Access points – the study will assess the location and condition of all existing access points, as well as assessing the need for additional access points
- Walking and cycling – the suitability of the towpath for shared use will be assessed, as will the character and condition of the towpath Features (natural or man-made) along the towpath that could impede access and/or compromise the safety of cyclists and other canal users will be identified and appropriate changes to the towpath surface will be recommended. Wherever possible 'Access for All' measures should be provided, improving the towpath for all users, therefore helping to attract more people to the canals from a wider area, more often.
- Safety – the provision of lighting and signage will be considered in order to make the towpath a more welcoming environment and the involvement of the local community will be encouraged to invoke a sense of local ownership.

Partners & Stakeholders

British Waterways

British Waterways, as owners and managers of over 2000 miles of historic canals and river navigations have a responsibility to involve local communities in the care of these waterways, to inform visitors to the network of our work and to promote the cultural significance of the waterways.

The inland waterways are an important asset for future generations to enjoy and the Government is keen to see them maintained and developed in a sustainable way so that they fulfil their social, economic and environmental potential, and that the many benefits and opportunities they provide are used to the full.

There is scope for British Waterways to develop a closer relationship with the millions of people who use its facilities, only a small proportion of whom own boats or take holidays on the waterways Negotiations between Sustrans and British Waterways began in 1980, these negotiations have been ongoing and now a number of Sustrans cycle routes follow or link in with canal towpaths

British Waterways London

British Waterways London manage London's canal network and are pursuing a policy of attracting more visitors to the canal system, recognising their importance for local communities and their contribution to the quality of life for the people who live and work in London. Canals form an important visual amenity and are often a much valued community resource around which a number of activities can take place. However, the increased use of canal towpaths for cycling has raised concerns about safety and the issues of potential conflicts must be considered within any upgrade proposals

Waterway, Conservation and Regeneration Group

The Waterway, Conservation and Regeneration Group, (WCRg), British Waterways, have pioneered the use of corridor studies, action plans and feasibility studies as strategic planning tools, bringing about waterside regeneration and enhancement across the country.

Sustrans routes for people

Sustrans, the sustainable transport charity, works on practical projects to encourage people to walk, cycle and use public transport in order to reduce motor traffic and its adverse effects, therefore protecting the environment for future generations. Sustrans' flagship project is the National Cycle Network, creating 10,000 miles of routes throughout the UK.

The Royal Borough of Kensington and Chelsea is one of 3 London boroughs through which this stretch of the Grand Union Canal runs. The canal passes through this borough between Kensal Green cemetery and the Great Western Road.

Hammersmith & Fulham

Between Scrubs Lane and the junction of St Mary's cemetery and Kensal Green cemetery the Grand Union Canal passes through the London Borough of Hammersmith and Fulham

City of Westminster

Within this study area the City of Westminster covers the stretch of canal between Great Western Road and Little Venice.

Thames 21

Thames 21 is a joint initiative between ENCAMS (previously Tidy Britain Group), the Port of London Authority (PLA), the Environment Agency, British Waterways, Thames Water and the Corporation of London, to address poor local environmental quality on the Thames, its tributaries and the canals throughout London

London's Waterway Partnership's vision is for the London waterway network to become a focus for economic and environmental regeneration It aims to ensure that local people influence and participate in improvements to their local waterway. Between 1997 and 2003 Groundwork is delivering the programme's community focus through a Trust-based team of Community Project Managers funded out of SRB with a small grants scheme.

Groundwork London is part of a nationwide environmental regeneration charity, working in partnership to improve the quality of local environments, lives of people and the profitability of local businesses.

Transport for London

Transport for London (TfL) is the integrated body responsible for the capital's transport system. Its role is to implement the Mayor's Transport Strategy for London and manage the transport services across the capital for which the Mayor has responsibility TfL has responsibility for both the planning and delivery of transport facilities, which enables it to take a truly integrated approach to how people, goods and services move around London

Cycling Centre of Excellence

The Cycling Centre of Excellence, (CCE), is a key initiative of the Mayor's Draft Transport Strategy and is intended to provide the resources and expertise to improve cycling in London. It will help boroughs to plan and deliver cycle improvements and lead on the London Cycle Network project management

London Walking Forum

The London Walking Forum is a partnership of professionals from all the organisations in and around London that have an interest in or responsibility for walking The mission of the London Walking Forum is "To create a London where people choose to walk as a way to travel, to be healthy and to relax". Established in 1990, the Forum provides a professional platform for the development, exchange and promotion of walking research, information and best practice.

TfL has recently taken on much of the day to day running of the London Walking Forum and is working towards the formulation of a new London Walking Partnership comprising of a broad range of stakeholders and consultees.

London Cycling Campaign

Since 1978 the London Cycling Campaign, (LCC), has promoted the rights and needs of all cyclists in Greater London. They represent cyclists' interests to central government, local councils, employers and public services, such as rail operators and British Waterways They strive to ensure that cycling is properly considered alongside other forms of transport. The LCC's vision is to make London a world-class cycling city. The major aims for LCC are set out in their Strategic Plan

- Promote cycling
- Raise the profile of cycling with policy-makers
- Improve conditions for cycling
- Make LCC a more effective and efficient organisation
- Implement the mission statement

National Grid

National Grid owns and operates the network of 7000km of high voltage overhead lines and 600km of underground cables in England and Wales The network is concentrated around urban and industrial areas where need for electricity is great

National Grid cables run along the majority of this stretch of towpath and the company has an agreement with British Waterways to maintain the covers which protect the cables to an agreed standard.

The **North Kensington Environment Forum** was set up for North Kensington residents and organisations with help from City Challenge in 1995, and is a platform for LA21 initiatives. Its main objective is to promote the environment in North Kensington using sustainable development as its guiding principle

Other Local Projects

Other local partnership projects are presently being considered, for example the proposed improvements along the canal through the Park Royal area, the review of the access point onto the canal at Scrubs Lane, and the Regent's Canal access and towpath improvements that are currently underway.

The Regent's Canal Towpath and Access Improvements study was prepared for the members of the Regent's Canal Towpath and Access Improvements Steering Group to clarify the proposed works to be implemented as part of the Transport for London Green Corridors - Regent's Canal project.

Previous reports have been undertaken along this study length;

- Strategic Routes and the Opportunities for Additional National Routes, Sustrans 1999

  This was an overview document looking at potential routes in and around London, in order to produce a framework for a National Networkin London which could then be marketed to the general public.

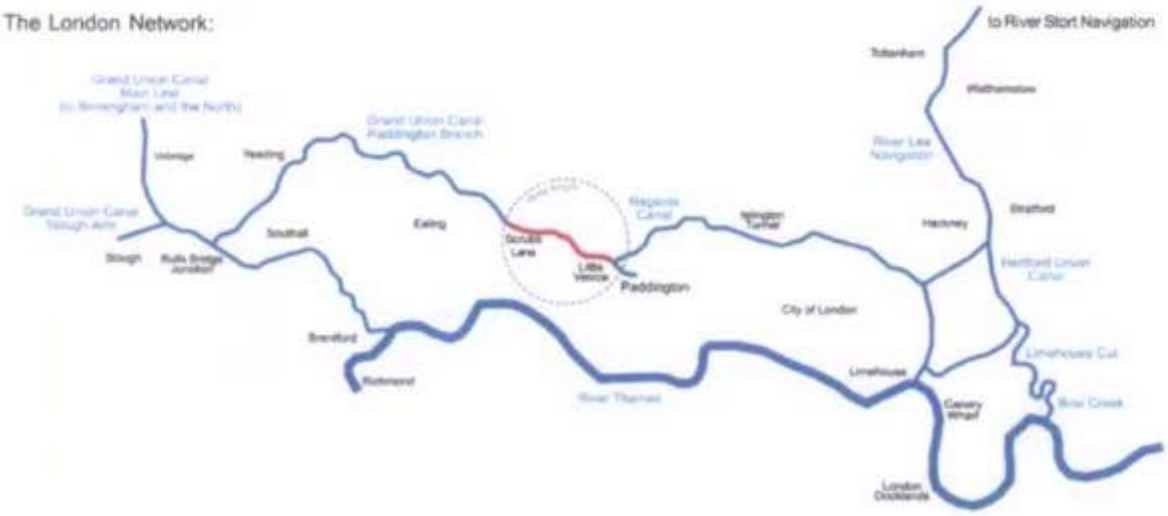
  The use of the canal towpath was advocated due to its flat, direct route as opposed to an on-road busy route.

- Watford & Rickmansworth to Paddington & Waterloo, National Cycle Network, Route 6 - London to Keswick, Sustrans Report No. 678, July 2000

  The purpose of this study was to identify the necessary works required to establish a continuous, high quality route into Central London from the existing National Cycle Network at Watford/Rickmansworth.

  The report highlighted the attractiveness of the canal towpath as a potential route for the cycleway and identified the many links to other existing LCN routes that cross the canal.

The London Network:



Site Images

Kensal Green Moorings

Ladbroke Grove access

Meanwhile Gardens

History of the Grand Union Canal

The Grand Union Canal connects London to Birmingham, and was formed between 1829 and 1832 by the amalgamation of 11 different canal companies The canal was once one of the most prosperous waterways in the country The main line is 134 miles long, with arms to Paddington, Slough, Wendover, Aylesbury and Northampton. In London the Grand Union Canal runs from Cowley in Middlesex to Brentford

The Paddington Branch of the Grand Union Canal was built under the Grand Junction Canal Act of 1795 but was not completed until 1801 The Paddington Branch is an important link, leading via the Regents Canal, which it connects with at Little Venice, to the rivers Lee, Stort and Thames, as well as the Hertford Union Canal It is one of the oldest Grand Union Canal branches and was an important route into the capital. The Grand Union Canal was a key transportation artery during the industrial revolution but is now mainly used for leisure.

Kensal Green Cemetery, built in 1832, borders the offside of the canal from Scrubs Lane to Ladbroke Grove. It is London's oldest public burial ground and has an eclectic mix of architectural styles Many famous people from throughout the cemetery's history are buried here, including the Duke of Sussex, son of King George III (1843), Isambard Kingdom Brunel (1859) a revolutionary engineer with canal associations, and the singer Freddie Mercury (1991).

Portobello Dock was built in 1894 for the Royal Borough of Kensington & Chelsea to accommodate the horse-drawn barges which carried household rubbish, dust and ashes to West Drayton, and is a short distance away from the famous Portobello Market

Uses and Users Today

Today the canal plays an increasingly important role for leisure, providing opportunities for boating, walking, cycling, fishing, watersports and nature study. It has a wide variety of landscapes, wildlife and architecture, it is steeped in history and heritage, and has the ability to support a wide range of associated events. The canal is effectively a linear park running through the city, often linking with other green spaces and trails, providing greenways for both people and wildlife.

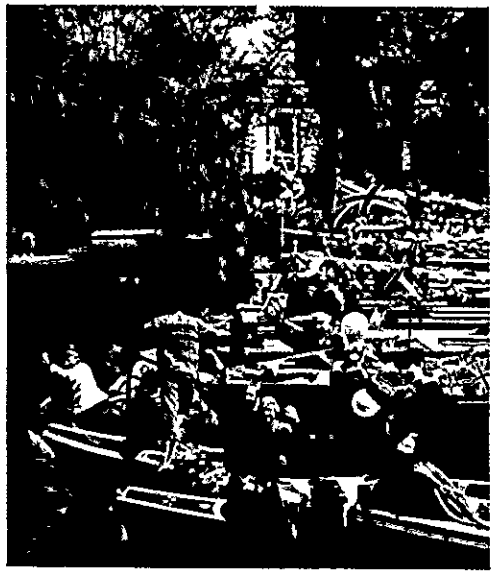
Cycling is becoming increasingly popular along canal towpaths, especially in urban centres where they offer a traffic free, green, off-road route It is obviously important to manage the needs of all user groups of the canal and tackle potential conflict areas through improved design and sufacing.

Local perceptions of danger and concerns for personal safety linger and there is a recognised need to carry out educational work as well as physical improvements, linked to the provision of high quality information and interpretation.

Site Images

Little Venice c1820

Little Venice c2000



Key Issues

- It is a partnership project;
- The study will highlight access issues for all users, not one specific group;
- Aims to link the canal in with the National Cycle Network;
- Advises on potential funding sources;
- It is more than just an access study - the proposals aim to improve the environment and local perceptions of the canal to encourage increased use of the canal;
- Design issues are identified and where appropriate suitable measures are suggested to overcome them.

Implementation & Funding

It is intended that the recommended access improvements in this report will be implemented as a 'pilot' scheme along this section of the Grand Union Canal. It is envisaged that the design guidelines will then establish a set of generic principles that can be applied to the whole London Waterway Network. The Action Plan has been prepared to help interested parties develop partnerships and to help secure funding to take projects forward.

Potential funding sources:

- Transport for London (TfL) budgets,
- London Boroughs of Hammersmith & Fulham, Kensington & Chelsea and City of Westminster borough budgets;
- Department for Transport, transport and access initiatives,
- Other national government initiatives,
- British Waterways London;
- Groundwork Trusts, who form partnerships between the public, private and voluntary sectors. The work of the Trusts is supported by the national and regional offices of Groundwork UK and by Groundwork Wales. They work closely with the Government and devolved assemblies, local authorities, regional development agencies and local businesses. They also receive support from the European Union, the National Lottery, the landfill tax credit scheme, private sponsors and charitable foundations.
- New Opportunities Fund (NOF) schemes,
- Other Lottery programmes such as the Community Development Fund;
- Section 106 agreements can be negotiated by planning authorities as part of planning applications to mitigate for the impact of granting planning permission. These monies could then be directed at towpath and access improvements,
- Health promotion grants to benefit the community eg healthy walking initiatives;
- Arts Lottery - enhancing and promoting canalside projects may attract Arts Lottery funding,
- Tourism Strategy - tourist related funding agencies could help fund new trails, public art and destinations. The London waterway network is a unique asset, allowing visitors access to the natural environment and to gain a sense of the industrial heritage that created them. The vision for the London Waterway PartnershipTourism Strategy aims to put London's Waterways on the tourist map;
- Private sources of match funding could be secured on appropriate projects;
- Other appropriate Trusts and Foundations,
- European funding sources.

Management & Maintenance

British Waterways is a public body corporate set up under the Transport Act 1968 to manage and maintain its network of canals and other navigations. A nationwide maintenance programme is underway to clear the backlog of maintenance arrears. The reliability and security of the waterway network underpins all British Waterways activities and subject to its statutory obligations British Waterways is required by the government to operate and maintain its waterways to standards that reflect use and prospects of use and any land drainage requirements

British Waterways London is responsible for safety and maintenance of 100 miles of canals, rivers and docks within the London region

In order to secure and conserve the waterway's heritage and environment for the future British Waterways should work in partnership with local authorities and other public sector organisations, the water industry and other private sector bodies, and the voluntary sector including local groups.

Local authorities are often key partners in funding bids and can also directly assist by funding maintenance agreements and entering into partnership agreements with British Waterways.

Presently maintenance agreements differ depending on the local authority involved and a more co-ordinated approach is needed

Thames 21 currently delivers the cleaning contract for the towpath in Westminster Thames 21 cleansing operatives do not take the conventional approach and work with members of the local community.

National Grid have an agreement with British Waterways to maintain the existing concrete slabs in good order and the original licence agreement (August 1969) includes for possible alterations to the cable duct covers as long as they are carried out to the approval of National Grid. Discussions with National Grid relating to potential surfacing changes are on-going.

Methodology & Report Format

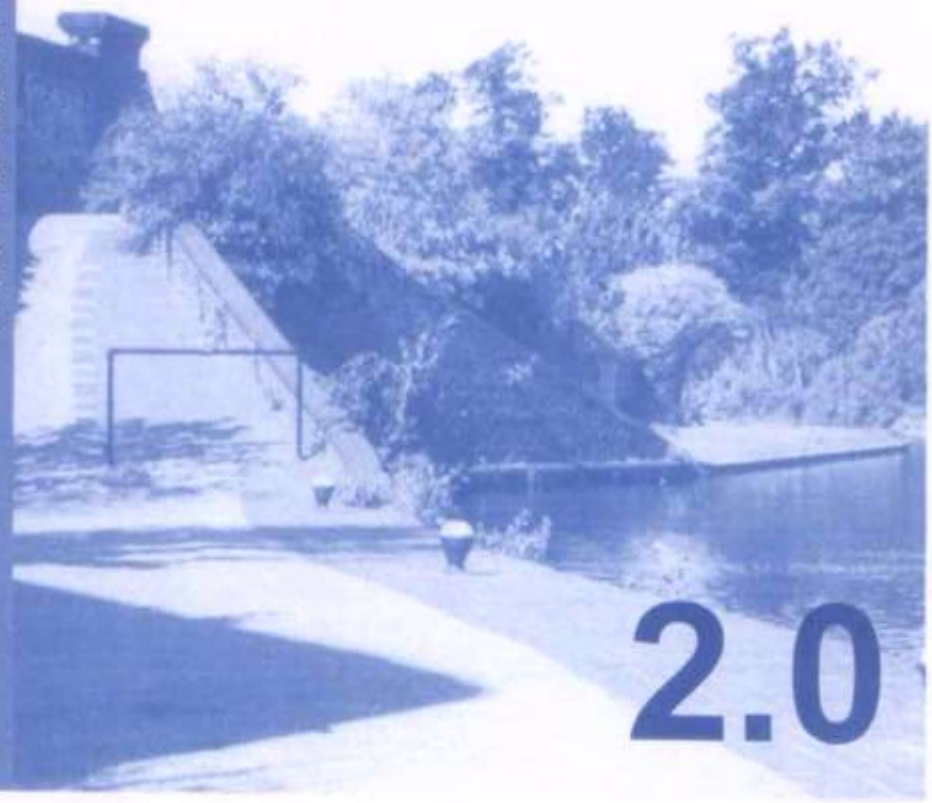
Data was collected by field survey and background research Site visits were undertaken and all information was recorded on specific log sheets and maps. A photographic survey was used to help analyse the canal character and to give a photographic record of the existing condition of all the access points onto the canal towpath

A full access audit, in accordance with the BT/Fieldfare Trust guidance, was not carried out but this process should be followed for future projects to consider all elements of the towpath and access to it. This could be done on an individual site basis, as and when sites come up for improvement, or if resources/funding is available the whole canal could be audited

An ecological survey was not undertaken as part of this study, although research was carried out to see if any lengths of canal held ecological designations. However, if any projects are to be taken forward further ecological input will be required, especially if any new bank protection work is necessary.

Survey work is presented on a series of 1:2,500 scale maps and is supported by text and photos highlighting opportunities, constraints, impacts and proposed mitigation through the design, planning and maintenance phases of works

context



Ramp over access to basin, near Sainsburys

2.1 Planning Framework

2.2 Corridor Overview

2.0

Summary

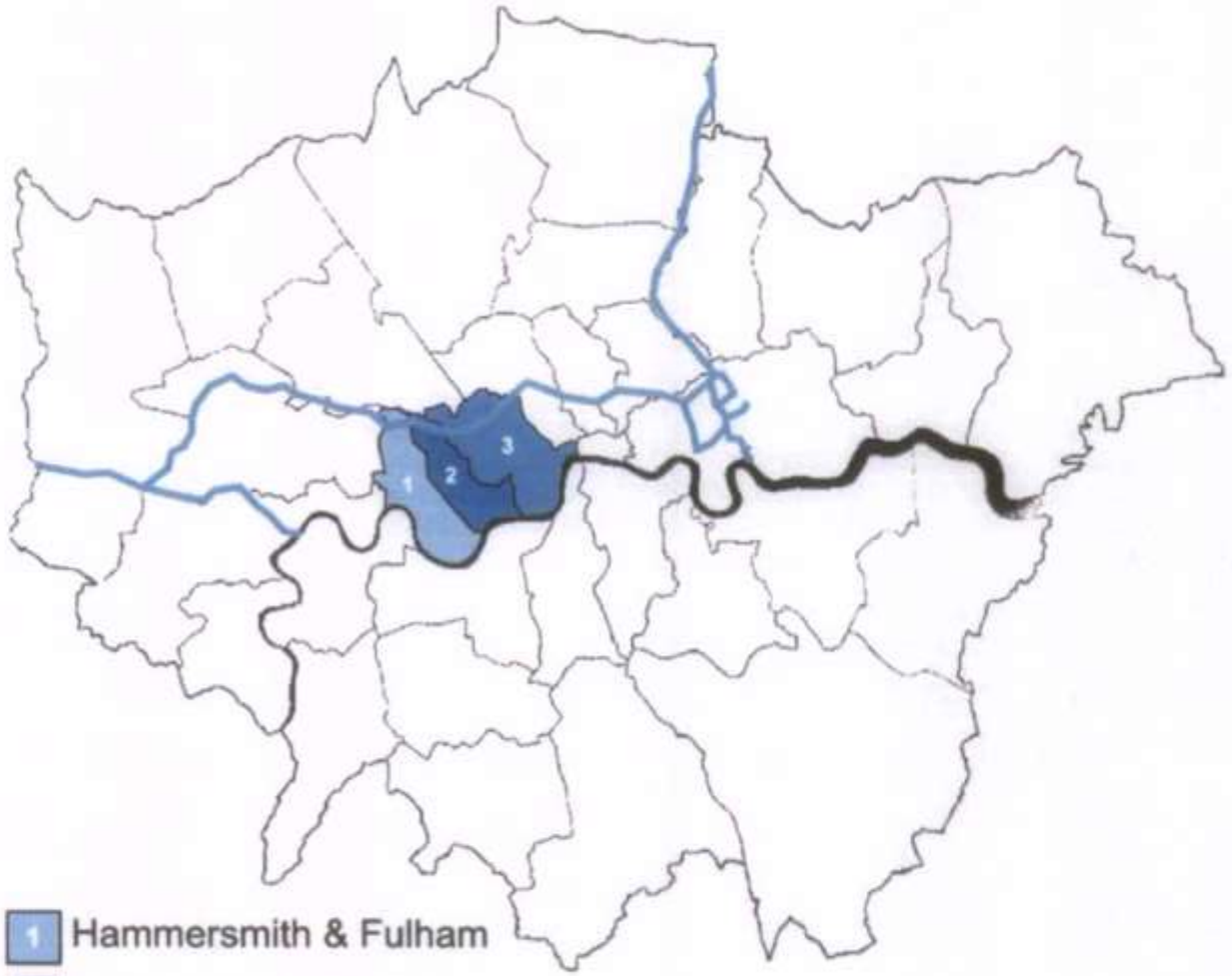
The importance of protecting and enhancing the overall quality of the environment is emphasised by both Regional Guidance for the South East (RPG9) and Strategic Guidance for London Planning Authorities (RPG3).

This stretch of the Grand Union Canal, Paddington Branch runs through 3 London boroughs:

- Hammersmith & Fulham
- Kensington & Chelsea
- City of Westminster

Each borough has published a Unitary Development Plan, UDP, which sets out the borough's more detailed planning policies for developing land and transport over the next 10 years. All relevant policies from these are summarised in the following section.

The Boroughs of London



1 Hammersmith & Fulham

2 Kensington & Chelsea

3 City of Westminster

Planning Policies

PPG 13: Transport, Office of the Deputy Prime Minister, revised June 2001

Quality of life depends on transport and easy access to jobs, shopping, leisure facilities and services; we need a safe, efficient and integrated transport system to support a strong and prosperous economy. However, the way we travel and the continued growth in road traffic is damaging our towns, harming our countryside and contributing to global warming.

In response to this challenge the Government set out its policy for the future of transport in the White Paper 'A New Deal for Transport. Better for Everyone' (July 1998), to extend choice in transport and secure mobility in a way that supports sustainable development.

The objectives of this PPG are to integrate planning and transport at the national, regional, strategic and local level to.

- promote more sustainable transport choices for both people and for moving freight;
- promote accessibility to jobs, shopping, leisure facilities and services by public transport, walking and cycling, and
- reduce the need to travel, especially by car.

Pedestrian routes are encouraged along canal towpaths, river banks and disused railway lines and should be highly visible and integrated with other activities to maximise pedestrian safety and security.

In conjunction with work on local transport plans the existing provision for cyclists should be reviewed in order to identify cycle networks and routes. Generally these routes will use existing highways but may also include redundant railway lines or routes along canals and rivers Where appropriate, the completion of the national cycle network should be assisted and additional links to and from the network should be promoted.

A key planning objective is to ensure that jobs, shopping, leisure facilities and services are accessible by public transport, walking and cycling. This is important for all, but especially for those who do not have regular use of a car, and to promote social inclusion.

The Draft London Plan, Draft Spatial Development Strategy for Greater London, Mayor of London, June 2002

The Mayor is responsible for strategic planning in London. The London Plan wil replace existing strategic guidance.

The Plan will:

- be the strategic plan setting out an integrated social, economic and environmental framework for the future development of London, looking forwrd to the next 15-20 years,
- integrate the physical and geographic dimensions of the Mayor's other strategies;
- be the London wide context within which individual boroughs must set their local planning policies,
- set the framework for the Mayor's involvement in major planing decisions in London;
- set out proposals for implemeting and funding,
- be London's response to European guidance on spatial planning and link to European Structural Funds.

The Walking Plan for London, Consultation Draft, Transport for London, January 2003

The Mayor's vision is to make London one of the world's most walking friendly cities by 2015. This vision is an integral part of the Mayor's Transport Strategy, which sets the policy framework to turn London into an exemplary sustainable city The Walking Plan for London sets out a practical plan to achieve the Mayor's vision and make walking an attractive, safe and convenient mode of travel for everyone in London. A detailed action plan identifies ways in which London organisations can work together to overcome the barriers that discourage people from walking and promote the positive benefits of walking.

The Blue Ribbon Network

This annex to the draft London Plan sets out policy and action for the Blue Ribbon Network. It replaces the London part of RPG 3b/9b (Strategic Planning Guidance for the River Thames). It recognises the inter-relationships of all of London's waterways and water bodies by extending policy and actions to cover the whole network rather than just the River Thames

The Blue Ribbon Network includes the River Thames, the canal network, other tributaries, rivers and streams within London and London's open water spaces such as docks, reservoirs and lakes.

Principles for the Blue Ribbon network aim to

- make the most sustainable and effiecient use of space in London;
- make London a better city for people to live in. The network should be protected and enhanced as part of the public realm contributing to London's open space network,
- be a more prosperous city with strong and diverse economic growth,
- promote social inclusion and tackle deprivation and discrimination,
- improve London's transport by the use of the network for waterbourne transport of people and goods, alongside the opportunities for pedestrian and cycling routes;
- be a more attractive and green city by protecting and enhancing the biodiversity value of the network.

For canal related policies, (including BR1, BR2, BR14-23, BR27, BR32, BR34), please refer to Annex 2 of the Draft London Plan.

Planning Policies

London Borough of Hammersmith & Fulham Altered UDP, as agreed for adoption by the Council January 2003

Policy EN12· Access and Design – new development should provide access for all users, including disabled people. The Council is committed to encouraging a built environment and public open spaces which are accessible to people with disabilities

Policy EN13. Public Art - the council will encourage developers to allocate a percentage of the capital costs of a new developmetn to enhance the design of all features of the building and its surroundings. This art should reflect local themes

Policy EN27. Nature Conservation Areas – The Grand Union Canal and Kensal Green Cemetery have both been designated as Nature Conservation Areas of Metropolitan Importance and appropriate management and enhancement of these areas is to be encouraged

Policy EN28. Green Corridors – the nature conservation value of all green corridors is to be maximised by linking corridors together wherever possible.

Policy EN40. The Grand Union Canal - the Council will encourage improvements to the environment and character of the Grand Union Canal and will seek to improve access to the canal to encourage use for transport and for recreational purposes The potential to establish a long distance canalside walk in support of initiatives by British Waterways and other west London councils will be safeguarded. All developments along the canal must respect its character and special nature conservation value and have regard to improving and enhancing views along the waterway

Environmental improvements to the canal's appearence will include enhancement of its nature conservation value

Policy TN26 - Public Transport - Water - Development in connection witht he use of the River Thames and Grand Union Canal for the operation of public transport will be welcomed The inclusion of facilities that improve access for pedestrians and cyclists to the Grand Union Canal will also be welcomed

Policy TN31 - Freight and Servicing - Use of Water - The Council will welcome proposals for the use of the River Thames and the Grand Union Canal for the transport of freight where appropriate.

Royal Borough of Kensington & Chelsea – UDP, Adopted 2002

The Grand Union Canal is designated as an Area of Local Character as well as a Site of Metropolitan Importance for Nature Conservation. Although only a relatively short section of the canal passes through the borough it offers an interesting contrast to the purely urban stretches common to London and has considerable leisure and recreation potential

Principal Strategic Policies.

Policy Strat 6: to protect listed buildings and to preserve and enhance the character or appearance of Conservation Areas, Areas of Metropolitan Importance, Areas of Local Character and other buildings or places of interest.

Policy Strat 10· to ensure people with special mobility needs have equality of physical access throughout the borough.

Policy Strat 27b: to support the use of the River Thames and other waterways for passenger and freight movements.

Policy Strat 28b to promote walking and to improve the pedestrian environment.

Policy Strat 28c: to promote cycling and to provide comprehensively for cyclists

Policy Strat 35: to maintain and increase the provision and quality of open space of Local and Metropolitan Value.

Policy Strat 36a· to have regard for nature conservation and the protection of the natural habitat and wildlife environment in the consideration of all proposals.

Canal Related Policies.

The Grand Union Canal has a unique character, which should be protected, and the opportunity should be taken in connection with any development to improve the visual appearance of canalside areas, in a manner sensitive to the type of development and the character of the canal The canal and its towpath also have further potential for transport and leisure activities. These will be encouraged, providing they are not environmentally damaging.

Policy CD19· to encourage improved access to the canalside

Leisure and Recreation Policies:

The Borough suffers form an overall shortage of open space and consequently the Borough is determined to protect and improve existing provision of public and private open space because of its great amenity value to residents, workers

Policy LR8. to seek the establishment of green chains linking open spaces.

Policy LR22 to encourage the enhancement of the canal towpath and the creation of new means of access.

Planning Policies

City of Westminster – UDP, Pre-Inquiry Version August 2002

Policy ENV 13a - Metropolitan Open Land. Westminster's green spaces should be conserved, enhanced and increased for recreation, nature conservation and to maintain biodiversity

Policy ENV 15 aims to protect and enhance nature conservation and biodiversity The canal is designated as a Site of Metropolitan Importance for Nature Conservation and s classed as one of the boroughs major wildlife corridors.

Policy TRANS 10 aims to make cycling safer and more attractive and to promote cycling as an alternative to the use of the private car

Cycling is a less environmentally damaging alternative to the private car It is important that those who cycle should be able to do so more easily and safely, and that those who wish to do so are not discouraged by discomfort and danger

Policy TRANS 12 aims to make water-based transport more attractive and recognises that the City's canals have considerable transport potential. The Council is part of London Waterways partnership and is seeking to promote the improvement of the Regent's and Grand Union canals for navigation and amenity use.

Policy DES 7 Townscape Details ensures the highest standards of design in all townscape details Suitable paving materials are to be used in all areas and should relate to the character of the adjacent buildings or setting

Policy DES 13 aims to enhance and improve access to the Regent's Canal and Grand Union Canal The provision of attractive and safe public access routes through to the canal is a priority and extensions or improvements to the towpath will be sought in connection with all new canalside development. other improvements such as signing, seating, public art, information boards, planting, towpath surfacing, improvement of walls and buildings overlooking the canal and lighting or other community safety measures may all be sought in association with developments. The Council may seek legal agreements to secure the maintenance arrangements for towpaths and leisure areas of the canal where appropriate.

Policy DES 15 permission for developments that would have an adverse effect upon important metropolitan or local views, including the canal, will not be granted.

Policy PSPA 6 aims to ensure a high quality sustainable environment in the Paddington Special Policy Area by recognising the recreational, amenity and ecological value of the canal and by creating safe and convenient pedestrian and cycle routes through the area, linking nearby residential areas and public transport interchanges.

Summary

A number of other relevant strategies have been produced by various bodies and this section gives a brief description of the following strategies:

- London Borough of Hammersmith & Fulham Draft Cycling Strategy, July 2002
- Sustrans Guidance Notes
- British Waterways Policy
- Waterways for Tomorrow – DETR, June 2000
- Waterway Access For All – British Waterways and the Fieldfare Trust
- Under Lock and Quay – Crime Prevention Handbook for London Waterways, British Waterways and the Metropolitan Police (May 2000)

Supporting Strategies

London Borough of Hammersmith & Fulham Draft Cycling Strategy Issues Paper, July 2002

This draft Cycling Strategy is intended as an initial consultation document, inviting interested parties to comment on the issues outlined, in order to produce a comprehensive Borough Cycling Strategy

The objective of the strategy is to promote facilities for pedestrians, people with disabilities and cyclists, to advocate pedestrian priority in the borough's town centres, and to work with others to strife for a safe, clean and quality environment with a variety of events and attractions for all sections of the community to enjoy.

Sustrans

The 'National Cycle Network Guidelines and Practical Details' give guidance to planners, engineers and designers on how cycling facilities can be provided to a standard appropriate to attract a wide range of users.

In association with this many other information sheets have been produced by Sustrans to guide and inform the design and improvement of cycle routes. These include guidance on.

- Shared use routes, Info sheet FF04
- Removing barriers on the National Cycle Network, Info sheet FF09
- Designing for security on the National Cycle Network, Info sheet FF21
- Access control, Info sheet FF22
- Direction signing on the National Cycle Network, Info sheet FF26

British Waterways

British Waterways supports and wishes to encourage cycling where it is safe and sustainable to do so and some towpaths on the canal system are becoming part of the Sustrans National Cycle Network. Over the next few years, in partnership with local authorities, British Waterways aims to improve many stretches of towpath and open more of them to cyclists. However, not all towpaths are open to cyclists as many stretches are too rough or narrow and the surfaces of towpaths can vary considerably, from asphalt and tarmac to grass or stony ground, each waterway could have a combination of these surfaces A Cycle Permit is required when cycling along canal towpaths but these are available free of charge from local waterway offices.

Waterways for Tomorrow – DETR, June 2000

In February 2000 an announcement was made by the Government about the future of British Waterways, recognising that its waterways were a valuable public asset. It set out a package of measures, founded on partnership, to enable the full potential or British Waterways' canals and rivers to be realised and to allow as many people as possible to enjoy and benefit from them These measures are described in the DETR (now DTLR) document 'Waterways for Tomorrow' June 2000, which followed the Government White Paper 'A New Deal for Transport, Better for Everyone'. This document stressed the importance of canal corridors in enabling the public to benefit from enhanced access to the countryside and greenspace in and around towns and cities.

Waterway Access For All – British Waterways and the Fieldfare Trust

Canals provide an ideal way for all sectors of the community, including those with disabilities to enjoy the environment in a relatively safe setting, with few steep gradients. It is estimated that disabled people make up 20% of the population The creation of 'barrier free' access in all its forms can also benefit elderly people, parents with small children and people with temporary impairments This increases the percentage of the population who can potentially benefit from access improvements to 42% It is recognised that cycle barriers are proposed in this report, in order to prevent unauthorised motorcycle use However, if cycle barriers are used it is recommended that they are designed to slow down or make cyclists dismount rather than prevent access for other users, and the needs of wheelchair or pushchair users should be considered and incorporated wherever possible

In recognition of the importance of developing 'Access For All' on the inland waterways, British Waterways have worked closely with the Fieldfare Trust to develop the Waterway Access for All design guidelines; the Trust are co-ordinators of the BT sponsored 'Countryside for All' standards and guidelines which are recognised as the most comprehensive source of information on providing access for disabled people

The document serves to encourage and deliver better access for disabled people to canals and navigations. The needs of all disabilities are covered with actions and initiatives set out to further improve access. The Fieldfare Trust accepts that it is not always possible to achieve physical access for everybody across every type of terrain/environment without compromising that environment to an unacceptable extent It is expected instead that an approach will be taken to enable the maximum appropriate access.

Access should not be thought of only in terms of physical access, The Waterways Access For All (WAFA) document explains that the provision of information, interpretation and the promotion of schemes are equally important

Under Lock and Quay – Crime Prevention Handbook for London Waterways, May 2000

British Waterways and the Metropolitan Police have jointly produced this document, launched at the National Crime prevention Design Advisors Conference in Harrogate in May 2000. The purpose of the document is three fold:

- As an advisory document for the London Borough Councils when preparing development briefs and development plan policies,
- As a consideration in the negotiation and determination of planning applications by London Borough councils,
- As a tool to assist developers and their design teams in designing waterside developments which address the issue of crime prevention at the initial design stages in order to successfully reconcile the visual quality of a development with the need for crime prevention to crate sustainable development

Under Lock and Quay presents general design principles rather than absolute solutions so as to be applicable across a wide range of sites and projects. This document relates specifically to the crimes encountered along London's canals and navigations, but the majority of problems and solutions discussed in the document are applicable to waterways in all urban city areas.

Other Relevant Reports

Regent's Canal Green Corridor - towpath and access improvements, June 2002

This report was prepared by British Waterways London for the members of the Regent's Canal Towpath and Access Improvements Steering Group to clarify the proposed works to be implemented as part of the Transport for London Green Corridors - Regent's Canal Project The report sets out the aims and objectives of the project with their predicted outcomes and outputs.

The report sets out a series of surfacing and signage proposals that could be applied to the Paddington Branch of the Grand Union Canal.

North Kensington Feasibility Study for London's Waterway Partnership, September 2001

This study was commissioned by the North Kensington Environment Forum, to investigate a mile long stretch of the Grand Union Canal between North Kensington and North Paddington

Local people and canal users were consulted in order to discover what problems there were with the canal, what improvements would be meaningful to local people and how they could be involved in future developments along the canal In particular, issues for blind and partially sighted people were addressed, including consultation with Garrow House residents and the RNIB

Designations

The Grand Union Canal, Paddington Branch, is an important linear route, creating a continuous green corridor through a predominantly urban city. It has enormous ecological value and as such is protected from inappropriate development or change by local planning designations.

In the same respect the canal has great historical and cultural importance. The unique character and environment of the canal should be conserved and enhanced wherever possible.

Planning Designations

Ecological designations:

All waterways within the London network are to be given statutory designations as Sites of Metropolitan Importance, when the relevant London Boroughs revise their Unitary Development Plans. However, the Paddington Branch of the Grand Union Canal is already designated as a Site of Metropolitan Importance for Nature Conservation, (SMINC), or similar, by all three boroughs through which this stretch passes.

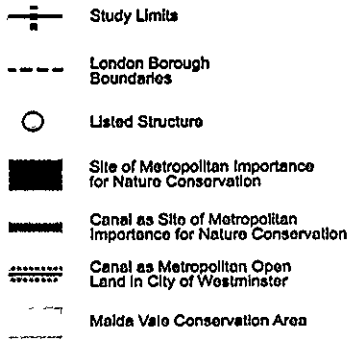
Other local designated areas include Kensal Green Cemetery which is also a SMINC, Kensal Green Gas Works which is a Site of Borough Importance, whilst Meanwhile Gardens is a Site of Local Importance

Listed buildings/structures:

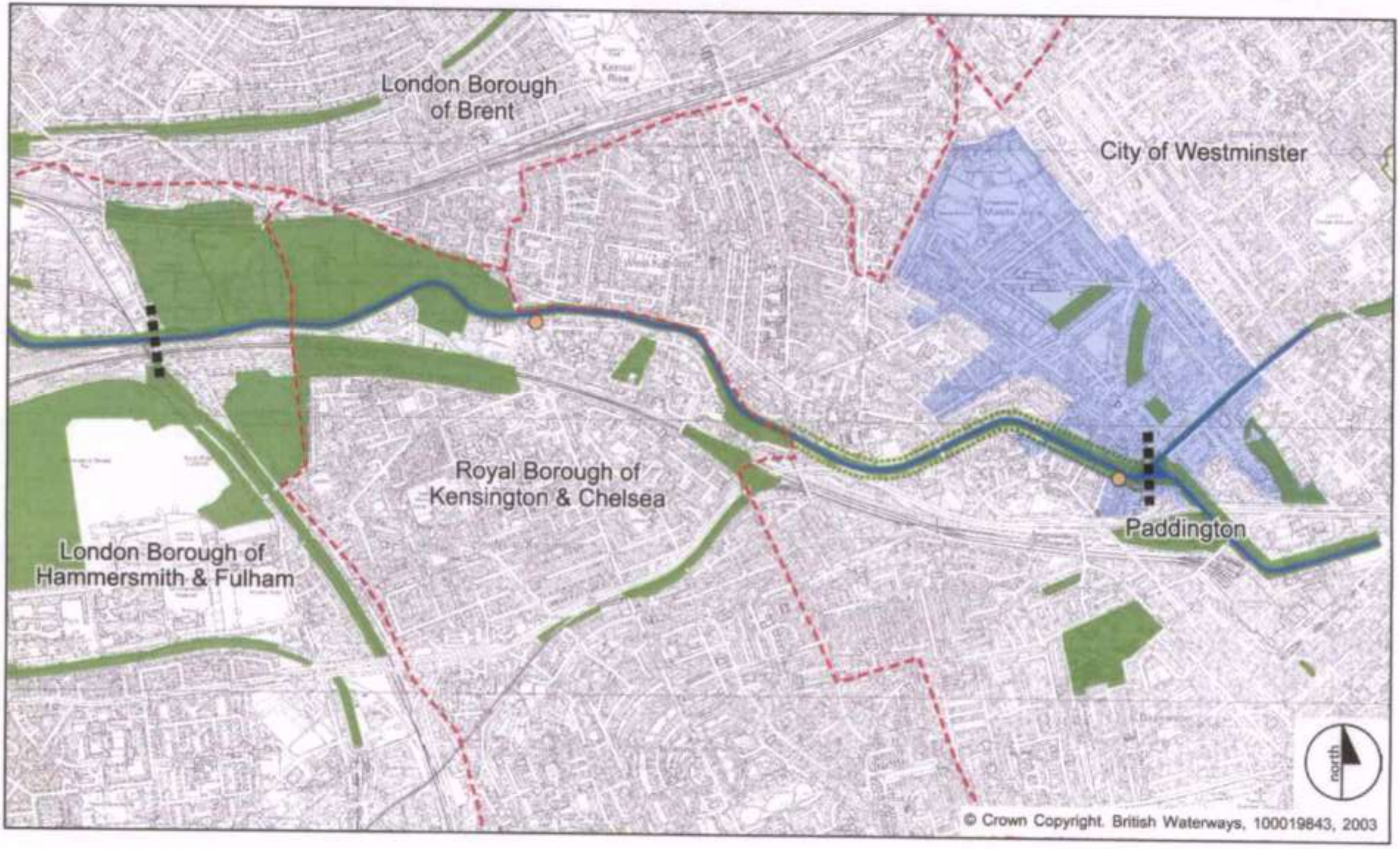
The heritage of the canal is evident in the numerous historic structures and buildings that are found along its length. The Royal Borough of Kensington & Chelsea has designated the canal as an Area of Local Character, and as such the character and appearance of the canal is protected to ensure its preservation and enhancement.

- Corporation Yard, (Portobello Dock), on Kensal Road is a Grade II listed structure, comprising a ramp, covered wharf and bridge
- The canal office at Delamere Terrace is a Grade II listed building.

Key


Study Limits
London Borough Boundaries
Listed Structure
Site of Metropolitan Importance for Nature Conservation
Canal as Site of Metropolitan Importance for Nature Conservation
Canal as Metropolitan Open Land in City of Westminster
Maida Vale Conservation Area

Planning Designations Map


London Borough of Brent
City of Westminster
Royal Borough of Kensington & Chelsea
Paddington
London Borough of Hammersmith & Fulham
north
© Crown Copyright. British Waterways, 100019843, 2003

Corridor Overview

London's landscape is diverse, and ranges from some of the finest buildings and urban landscapes in the world to heavily congested run down areas. The Grand Union Canal is an important linear route running through this varied surrounding landscape.

The Corridor Landscape - from West to East

At the beginning of the study length at Scrubs Lane the canal emerges from a predominantly industrial area This industrial character continues for a short while due to the proximity of the North Pole International Depot on the towpath side but gradually the presence of the Kensal Green cemetery begins to dominate on the offside. The cemetery provides a lush green edge to the canal and this continues for about a third of the study length There are historical links between the cemetery and the canal indicated by the cemetery gates that were used for funeral processions arriving by boat Along this first stretch of the study length the ornate metalwork of the gasholders of the redundant gas works form strong visual elements and create local landmarks.

The Sainsburys building is the next 'feature' along the canal and good links between the store and canal have been achieved, including a café facing the canal corridor.

Between Ladbroke Road and Garrow House/Halfpenny Steps the canal corridor is characterised by its mixed use, with a combination of housing backing onto the canal, artists' studios, a development site for housing and small business units which is nearing completion, and a derelict site The corridor at this point feels fairly narrow as there is little room between the buildings and the canal.

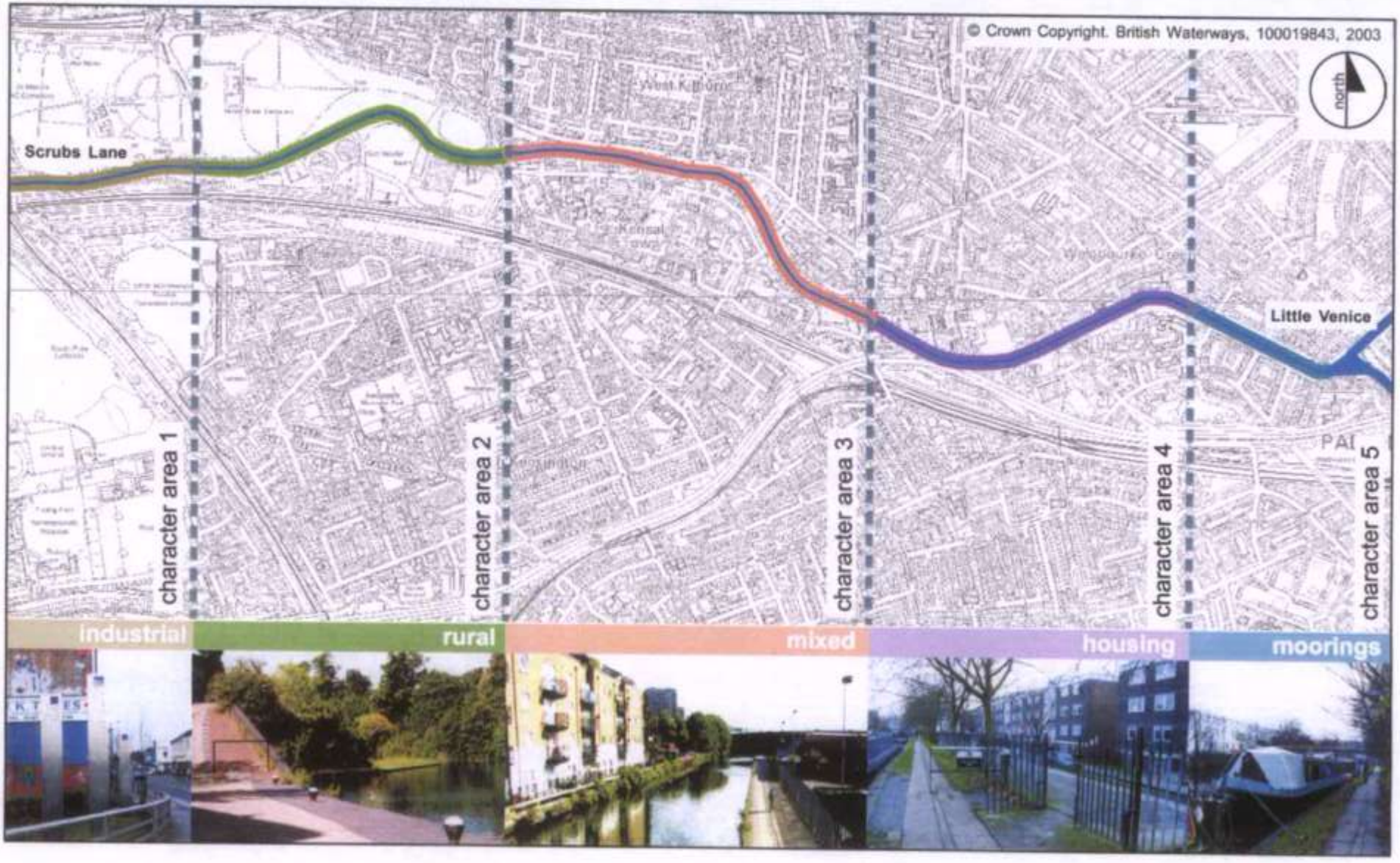
Meanwhile Gardens dominates the next stretch of canal. It acts as an extension to the towpath and is an important local open space. At this point the offside is characterised by a combination of flats overlooking the canal and housing that backs onto the canal. Trellick Tower forms a distinctive local landmark along this stretch of canal

After the Great Western Road crosses the canal at Carlton Bridge the influence of the A40 Westway is very apparent This busy, noisy road towers above the towpath and it is a dominant visual and psychological structure. As the Westway curves away from the canal the corridor is characterised by tall housing blocks and associated open space.

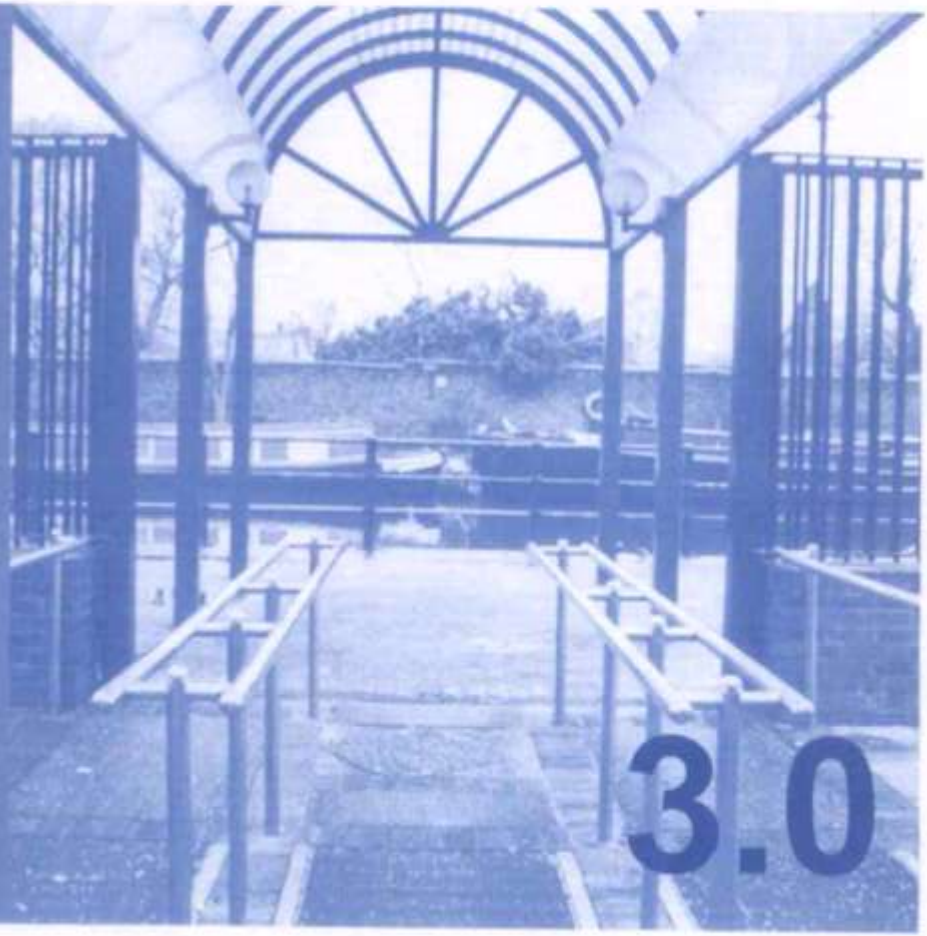
Between Harrow Road and Delamere Terrace the canal corridor widens out due to the park that runs parallel to the towpath and the continuous line of flats which are set back from the offside

As the canal approaches Little Venice there are numerous moored boats along both sides of the canal. There is a real sense of activity here and the historic buildings and bridges indicate the heritage value of this stretch of canal. At Little Venice the Grand Union Canal joins with the Regents Canal and this forms an important link to Regents Park, Camden and beyond There are direct pedestrian routes from the basin at Little Venice that follow the towpath to Paddington Station and Paddington Basin

The Corridor Landscape



design guidelines



Sainsburys access point

3.1 Generic Principles

3.2 Site Specific Principles

3.0

Summary

This section forms an introduction to the recommendations set out in Section 4.0.

The aim of these design guidelines is to establish a set of generic guidelines that could be applicable for the whole London Waterway Network and provide a clear framework for planning decisions by all London boroughs. There is a need to ensure the delivery of a consistent and coherent approach to development and improvement within the visual envelope of London's waterways based on urban and rural design principles.

It is hoped that these guidelines will be used as supplementary planning guidance. It is also envisaged that these guidelines will help in the preparation of development plan policies, planning briefs and development briefs, as well as in determining planning applications and the formulation of conditions or planning obligations.

It is also hoped that the guidelines will assist developers (including existing landowners, statutory undertakers, public utilities, public authorities, and owners of industrial premises) in preparing development and improvement schemes, using these guidelines as a benchmark for design issues.

Introduction

The Paddington Branch of the Grand Union Canal and other London waterways form an important strategic asset, linking communities, businesses, attractions and open spaces. Historically, however, canals have often been regarded as boundaries rather than key features that can enhance development and the rural/urban environment.

Over the last ten years, in order to exploit waterways as 'spaces' and the benefits that can be derived from the waterway environment, British Waterways has nationally adopted a corridor wide approach to their improvement and regeneration This looks at the waterway not as an edge, a barrier divorcing development on either side of the waterway or just a visual backdrop, but as an important integral and functional space for transport, recreational and commercial uses that needs to be linked to the wider area.

This approach means that waterways can successfully form the focus for economic and environmental regeneration initiatives, exploiting waterside settings and bringing added value that contributes significantly to vitality, local amenity and quality of life.

The character of the canal often extends beyond its immediate boundary to create a distinctive visual envelope. However, as the majority of waterside buildings and sites are owned and managed by BW, other landowners and neighbours could be encouraged to contribute towards and recognise the value of the canal

Based on experience, the most successful and vibrant waterside areas are mixed-use developments with buildings and spaces overlooking the waterway, and often accessed from the waterfront. Therefore, development of land adjacent to the canal needs to adopt a number of key urban design principles to create accessible, safe and attractive environments. These principles should extend onto the waterway itself and future waterside development needs to ensure that it integrates holistically with the opportunities for waterbased activity to ensure life and vitality to the waterspace.

There are a number of key documents that aim to guide the future development and improvements of the London waterways. These include the:

- London Canals Committee, Standards for Canalside Development, Jan 2001,
- Blue Ribbon Network, Annex 2 of the Draft London Plan, which includes a set of policies for the waterway network in London, June 2002.

These documents establish a set of principles which provide a clear framework for landowners, developers, planners and stakeholders to ensure a consistent approach to design and development with the waterways as a central focus.

Good Design Criteria

There are a number of critical factors that support good design in relation to waterside sites that need to be reflected in any design criteria and guidance that will steer development visions so as to realise the full asset value of the London waterways:

- The waterways themselves should be the starting point for consideration of the development and use of the water and waterside land;
- Treat the London network as amenity, commercial, recreational, working and managed spaces as well as transport arteries;
- Protect and promote the amenity value of the London waterways through careful design of the public realm;
- Ensure that any new waterside development is considered holistically with the opportunities for water based development in order to ensure that the 'added value' of the waterspace is fully optimised in its own right, e.g range of uses on the London waterways such as commercial uses (floating restaurants, retail boats, etc.), watersports and leisure pursuits, including walking and cycling;
- Ensure that all new waterside development safeguards and supports the provision of residential and visitor moorings, freight, trade, trip boats and all recreational activities, including walking and cycling, based on the London waterways;
- Incorporate waterside paths and waterspaces themselves as integral parts of any new waterside development scheme (through improved and/or new access points and bridge crossings), so as to ensure life and vitality to the waterspace and good quality accessibility and circulation within the development and direct linkages beyond for all users of the waterside paths;
- Emphasis needs to be placed on site planning, design layout and orientation. Recognising that siting and orientation of new development, appropriate boundary treatment and access issues are often different for the waterside path side from the offside The boundary any waterway can form a public and private interface and can have a major influence on the perception of the environment,
- Site and orientate new development to positively address the waterways by positioning buildings to front the waterway, linked to public spaces with active edges overlooking the waterway which are accessed from the waterside path in order to generate natural surveillance and policing of the waterway and path;
- Development schemes for any waterside sites should create an attractive view of the development both from the waterside path and from the water at boat level;
- Enhance and preserve the distinct but varied character of the London waterway network, which often extends beyond the immediate boundary to create a distinctive visual envelope;
- The development should contribute to the enhancement of the environmental quality of the waterway corridors. Access and waterside path improvements should form an integral part of any waterside site development proposals;
- Adopt a corridor wide approach to strategic planning, regeneration and sustainable development management of the waterway corridors.
- A wider use of the waterways by all potential users should be encouraged, through the improvement of towpaths, access points and available information/signage. Access and towpath improvements have wide benefits for many current users but will also help to encourage other user groups onto the canal.

A more consistent approach to policy formulation, use of designations, and implementation of policy is essential in "unlocking the potential" of the London waterway network, accompanied by more detailed guidance as required. This guidance can be implemented through

- The use of key delivery mechanisms such as the local plan, development briefs, masterplans, waterspace strategies and corridor studies, as well as improvements secured through planning obligations,
- The use of development briefs for waterside sites produced by Borough Councils should be prepared in consultation with British Waterways London and relevant management bodies and agencies and, where appropriate, these should include the requirement for a waterspace strategy

Summary

The guidelines establish a set of principles that will help to achieve a coherent and consistent approach to development and improvement within the waterway corridor.

These design guidelines have been split into a series of topics, discussing a range of issues from waterway character to suitable surfacing materials, which could all be applicable to towpath and access improvement schemes.

Design Guidelines

Waterway Character

The character of the waterway often extends beyond the immediate boundary to create a distinctive visual envelope that varies significantly in scope and extent from one area to another It includes tranquil parks, open countryside and woodlands, Georgian, Victorian and contemporary residential, commercial developments, industrial zones and remnant wharf areas The boundary with the waterway can form the public and private interface and has a major influence on the perception of the environment

Wherever possible this character should be retained and enhanced. The character of a canal extends beyond the immediate waterway boundary and includes the visual envelope that surrounds the waterway

Boundary Treatments

Waterway boundaries frequently form the public/private interface and have a major influence not just on the waterway, but also on the way it is perceived when viewed from the water, from the waters edge and neighbouring land Where waterside development offers an attractive facade, it should be as open as possible, within the operational and security requirements of a development. Design solutions should be given careful consideration, as they will significantly affect the appearance and visual impression of the development

Planting

The waterway network is ecologically valuable and forms a corridor of biodiversity, which brings wildlife into the heart of urban areas. New development should seek to contribute to this unique waterway environment and new planting should compliment existing landscapes and create viable areas for habitat development Planting creates a natural ambience whilst also providing a level of natural security, but must be appropriate to its location i e. modern docks require a different treatment to, say, a rural stretch of waterway.

Creating Access

Access to the waterside brings benefits in terms of interest, vitality and security The principles of 'access for all' should be promoted and considered. Waterside developers are to be encouraged to provide or improve access through mutual planning agreement, planning conditions or a section 106 agreement.

Relative seclusion, however, is part of the appeal of sections of the waterway and although a compromise needs to be reached between safety and security, visual and physical access is desirable. A variety of views are required that retain the unexpected and intimate qualities of the waterside environment. The number and frequency of new access points depends on location and adjacent land use, but opportunities are sometimes limited.

- **Connections** - pedestrian and cycle routes should connect to where people want to go and should link into established routes and trails, as well as relating to local bus stops, railway stations and other public transport services and interchanges;
- **Convenience** - routes should be direct and easy to use;
- **Convivial** - routes should be attractive and safe and encouraged where they will generate positive use of the waterway or waterside. They should only incorporate vehicle/cycle barriers where necessary;
- **Comfortable** - the width and surface treatment of the route should be considered and obstructions removed,
- **Conspicuous** - routes should be easy to find and follow i.e. they should be sign posted on and off the waterway;

The following points should be considered when planning new or improved 'access for all' so that the best access is provided wherever possible-

- If the access point links to the waterside path, it should be assessed to see if it can be used by cyclists, wheelchair users, ambulant disabled, partially sighted or blind people. If not, it may be appropriate to construct a new or improved access,

Design Guidelines

- The most suitable locations for safe shared use and disabled access should be identified, there could be another suitable exit further along the path,
- Activities and opportunities for the disabled near to the access point should be identified·
- 'Access for All' may not be achievable without compromising waterway structures or environment and an assessment will need to made to as to whether this is appropriate,
- If feasible, existing stepped access points could be improved to ramps, NB long ramps can be intrusive and are likely to be used only by healthy and fit users.

The Disability Discrimination Act (1995) aims to end the discrimination which many disabled people face The Act gives disabled people rights in the areas of:

- employment,
- access to goods, facilities and services,
- buying or renting land or property.

The Act defines a disabled person as someone with "a physical or mental impairment which has a substantial and long-term adverse effect on his ability to carry out normal day-to-day activities "

Part III of the DDA gives disabled people important rights of access to everyday services that others take for granted.

Where a provider of services has a practice, policy or procedure which makes it impossible or unreasonably difficult for disabled persons to make use of a service which he provides, or is prepared to provide, to other members of the public, it is his duty to take such steps as it is reasonable, in all the circumstances of the case, for him to have to take in order to change that practice, policy or procedure so that it no longer has that effect.

Where a physical feature (for example, one arising from the design or construction of a building or the approach or access to premises) makes it impossible or unreasonably difficult for disabled persons to make use of such a service, it is the duty of the provider of that service to take such steps as it is reasonable, in all the circumstances of the case, for him to have to take in order to·

- remove the feature;
- alter it so that it no longer has that effect;
- provide a reasonable means of avoiding the feature; or
- provide a reasonable alternative method of making the service in question available to disabled persons

Surfacing

Surfacing is a key element of any proposed scheme and should relate to its use and location. Materials such as brick, yorkstone, stone cobbles and setts and gravel are traditionally associated with the waterway. Their use is to be encouraged in helping to conserve waterway heritage and particularly in conservation areas, near listed structures or buildings. Traditional bonding patterns and mortar mixes should be used where possible.

Care should be taken to choose a product that complements original materials in colour and texture and is sympathetic with the historic character and fabric of the waterway corridor

New materials should suit the locality, be available locally and where appropriate match existing surfacing, so that the individual character of the towpath is retained.

The intensity of use will often determine what type of surface treatment is applied to a stretch of towpath, with busy areas requiring a more durable surface.

Sealed surfaces, such as a bound gravel, are often chosen as a more hard wearing option than crushed stone for shared use paths because the even surface allows for the easier passage of bicycles, pushchairs and wheelchairs. Sealed surfaces therefore allow for increased access for all. However, it is important to note that a sealed surface adds to the total area of impermeable surface which can result in increased run off during times of heavy rain.

Different surfacing materials can be used for shared use paths but in general

- bound gravel is a preferred surface for shared use paths as it can withstand heavier use with limited deterioration of the material,
- loose gravel should generally be avoided for large areas of heavy use as the material can disperse easily and increased maintenance may be required;
- special surfacing for the blind/partially sighted, such as tactile blister paving could be used to denote junctions and access points, possibly in the form of rumble strips
- concrete block paving should generally be avoided although in some cases it may be useful and cost effective for areas of paving where use of original materials is less critical However, large areas of concrete block paving should always be avoided.

Design Guidelines

Waterside Furniture

The public realm is frequently characterised by clutter, bins, benches, bollards and signposts and the pedestrian can be marginalised or ignored. A more appropriate solution can be achieved through a co-ordinated design, implementation, and maintenance strategy. The design of furniture should carefully reflect waterway character, there are various styles in place in line with waterway distinctiveness. Furniture should be robust and securely installed, preferably using below ground fixing. Fire resistant materials should also be considered.

- **Seating** - is desirable in many waterside locations particularly near attractive views or popular meeting places. An inappropriate location or design can lead to loitering, or general misuse, careful design details should always be considered;
- **Lighting** - light fittings may well be appropriate in urban areas where associated with restaurants and pubs, or alongside urban moorings as a safety measure. Lighting should meet a clearly identified need whilst avoiding intrusion from glare, vandalism and maintenance problems;

  Light fittings are seen mostly in the daylight, so should be of an appropriate scale and style. Simple, robust designs are preferred and over ornate, replica lamps should be avoided. Where possible, lighting should be attached to existing buildings or walls rather than columns.

  Light pollution is an important consideration, but situations where lighting might be used near to the waterway include:

  - Busy public waterfronts, quaysides and waterside path routes which require an after dark use;
  - Commercial locks and wharves;
  - Permanent moorings and marinas;
  - Bridges on urban routes - under and over;
  - Security aspects;
  - Highlighting urban landmark buildings and features;
  - Light as art;
  - Festivals, events and celebrations;
- **Signage** - Appropriate directional and information signage is often needed at access points along canal corridors to help orientate users. However, signs should be kept to a minimum and where possible should not be free standing if there is already a nearby structure on which they can be attached and still be easily viewed. It is important that where signs are used they are designed in a style that is appropriate to the character of the waterway.

  Bridge plaques should include the historic, local name for the bridge as well as the bridge number and name of the road, so that local history is not lost.

  Innovative signs incorporating braille maps could be trialed at key locations such as Halfpenny Steps to encourage residents from Garrow House onto the canal.

  Advice should be sought for specific guidance on the design, location and use of signage;
- **Vehicle and motorcycle barriers** - these should generally be avoided but may be introduced at problem access points as a last resort. Although bollards, gates, or s-shaped barriers allow free flow of pedestrian traffic, they deter access for other user groups, such as cyclists and people with wheelchairs/pushchairs/trailers etc. If considered necessary cycle friendly barriers should be attached to adjacent structures to prevent vehicles driving around the side;
- **Detailing and materials** - should reflect and/or complement the local vernacular architecture and elements within the landscape, using simple and robust details consistent with the character, function and scale of the area;

Public Art

Public art can contribute to the visual enhancement of the waterway and environment, creating a sense of place as well as a unique identity. The siting, scale, form, design and materials of waterside art should enhance both the built and landscape character of the waterway. It can also make a major contribution to the character of a place, draw people into and through a space, and can add an extra layer of quality for a relatively small percentage of the overall development budget.

1. Public Art created from litter found in or near to the canal which brightens up a blank wall along the offside of the canal

2. Mosaic sign in path leading from the towpath into the Kensal Gas Works Nature Area

Design Guidelines

Designing Out Opportunities for Crime/ Community Safety

The unique qualities of the built and natural heritage of the waterway corridor means that measures to improve site security and safety should be tailored to meet the specific requirements of each individual site It should never be assumed that a successful solution can be universally applied

- Crime prevention should be addressed at the outset of all waterside development and improvement schemes to enable full consideration to be given to safety and security. The measures implemented should be both non-intrusive and fully integrated It is generally recognised that the best form of crime prevention is to eliminate or reduce the potential for crime in the planning and design stage of development;
- Most successful and safe waterside areas are mixed-use developments with buildings and spaces overlooking the waterway and are accessed from the waterside path providing natural surveillance and policing;
- The scale of the proposed built form is an important factor in creating a 'comfortable' waterside environment that does not overpower the site user or make them feel in any way unsafe;
- User friendly spaces - visitors should feel confident and comfortable;
- Full visual awareness - reducing blind spots such as poorly designed bridge abutments and tunnels or the poor siting of planting which can mask or hide people;
- High levels of visual surveillance - if potential offenders feel they are being watched they are less likely to commit crime. Locals, visitors and boaters should feel more confident if they know there are other people around - informal surveillance can have a very positive effect;
- Organised and formal surveillance - through schemes such as Neighbourhood Watch, Boat Watch and CCTV This is usually employed on sites with high rates of criminal activity, but is increasingly being considered in relation to waterside sites where safety is a known problem,
- Lighting - where a site is used for legitimate purposes e.g. commuting after dark,

All development proposals should consider the following design issues:

- Increase visual surveillance by encouraging pedestrian generating activity along the waterfront;
- Ensure external works are detailed to be secure and vandal-proof particularly from the waterside path side;
- Locate buildings and open space to overlook the waterway and provide natural surveillance,
- Barriers and boundary treatments may deter unlawful entry into a waterside building or property,
- Establish good pedestrian circulation with plenty of illuminated access points;
- Encourage greater visual access - introduce ways of opening up views of the waterfront i.e. lower or replace bridge parapets;

Choice of materials - careful selection of site furniture and materials and good maintenance can help to reduce crime and vandalism. The following points should be considered.

- Avoid easily dismantled materials and use below ground fixtures for benches, bollards and lighting,
- Use fire resistant materials where possible;
- Use backless seating with intermediate arm rests to avoid loitering and inappropriate use;
- Use graffiti resistant surfaces such as textured walls or graffiti resistant paint;
- Install wall mounted lighting to the offside of the navigation out of reach of potential offenders;
- Maintenance and management - poor site management can exacerbate the problems of vandalism and graffiti but can be overcome by graffiti clearance, litter removal and replacement and repair of damaged structures.

Water Safety

Water provides a distinctive feature and attraction but brings with it inherent safety issues. Preventing access to the waterway is impracticable and unreasonable and key objectives are to therefore make users aware of any risks whilst designing out or minimising hazards Safety issues should be considered at the outset of any project and be fully incorporated at the design stage

- The use of the waterside by the general public must be carefully assessed in terms of the numbers, the activity and the level of responsibility/supervision of those who may be reasonably anticipated to use the area,
- Waterside barriers should only be used where there is a high risk of falling into the water or where there is restricted space along the waterside and they should be designed to avoid visual intrusion or clutter;

  Level changes, which present a safety hazard, should have railings or bollards and chain to a consistent approved design,

  Few barriers need to be higher than 1.2m and should ensure views across the water are not restricted;

  Some removable railings and posts should be incorporated to allow maintenance of the waterway wall or mooring equipment as required;
- Safety signs should be simple but give sufficient information to be of benefit to the users and be aimed at the appropriate user;

Design Guidelines

New Development

Waterfront developments should be of high quality and sympathetic to the scale and character of the waterside Each new development must recognise and positively contribute to the waterway character This will vary from area to area and it is important that the design process for each development is informed by a well-structured character analysis.

Where few historic references exist then new development should use the opportunity to enrich the surrounding fabric, both physically and visually. Excellent design can create the additional qualities of contrast, drama and innovation, resulting in active and attractive waterfronts.

Distinctive places have their own sense of community and atmosphere and can enrich a feeling of identity The relationship between waterside open space and buildings has a major influence on levels of use around the site. The degree of enclosure between the waters edge and adjacent developments, building entrances, window openings, building use and activities affect the perception of the waterway and character of the waterway as a safe and attractive environment.

The most successful, safe and sustainable urban waterside areas are mixed use developments, which provide a balanced mix of uses including 18/24 hour use It is important to treat the waterway as a "pedestrianised street" with buildings and linked public spaces overlooking the waterways & accessed from the waterside path.

New buildings must be sympathetic in scale and character to existing historic waterside structures. Proposals should seek to determine and understand local distinctiveness.

It is important to remember that new development is shaping the waterway heritage for tomorrow

Designs should have regard to the historic waterway, rural / urban setting, and context of the area,

New Buildings

New buildings beside the waterway should be innovative and sensitive to their particular location and respect the height, mass and detailing of the existing neighbouring buildings They should be well designed and have interesting facades to the waterside (including relief, patterns, colour or texture) and have roof to gable elevations that provide interest.

Built development should positively address the waterfront, by fronting the water and providing an attractive façade. Detailing and materials should reflect and/or complement local vernacular architecture and elements within the landscape New buildings must be sympathetic in scale and character to existing historic waterside structures Where there are no historic structures, the opportunity exists to create new and exciting solutions. Proposals should seek to determine and understand, so as to reflect, the local distinctiveness of the locality, in particular the waterway This character should be used as a basis for further creation of a local distinctiveness, particularly where there is little within the locality of the site

New Residential Development

New waterside residential development should recognise the presence and value of the waterway as a feature within its site planning and layout Housing should be sited and orientated to take advantage of the waterside views and aspects. Rear and side elevations should generally be avoided and amenity space should only be provided where dwellings will front the waterway so providing a level of natural surveillance The location of the development in relation to the towing path, i e. whether it is on the nearside or offside, is important and will affect the level of natural surveillance.

Consideration should be given to siting, orientation, massing and form of buildings, whilst creating appropriate circulation patterns and public/private open space. Priority should be given to designing buildings with a high architectural standard, which positively address the water and create an attractive waterside setting. In general, family units should not be located close to the waterside and do not site formal play areas immediately adjacent to the waterway.

General Guidance for Shared Use Paths

The width suggested by Sustrans guidance for a proposed shared use path is a minimum of 2m, preferably 2.5m, especially along on busy stretches, to allow for a comfortable width, although local circumstances such as narrow available towpath width, will dictate the exact layout and alignment of the proposed shared use path. It is proposed that it would predominantly be constructed in a bound gravel resin surface. Where access to underground cabling is required (e.g. Easynet and National Grid) uneven settlement may occur, which may create potential safety issues.

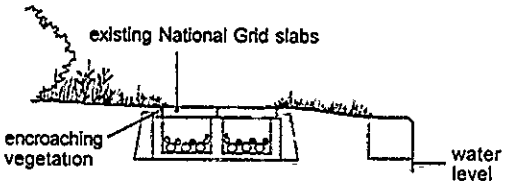
The dimensions and line of the shared use path will preferably allow for the retention of a vegetated verge along both the bank and towpath boundary. A minimum verge width of 0 5m is recommended for safety reasons by Sustrans, with a 1m width preferred for the bank verge in order to distance both cyclists and other users from the water's edge It is also important that where a vegetated water's edge exists along the towpath it is retained and, where possible, enhanced, in order to conserve both the local biodiversity and the character and value of the canal as a green corridor.

In order to set the context to this chapter and to enable the impact of the shared use path to be determined more clearly, the basic construction of the shared use path is set out This is given only as a guide at this stage and is neither prescriptive nor an inflexible standard which must be achieved throughout the length. The more detailed assessment that follows shows how it may not be possible to achieve this along the whole length. In places there are pinch points where a narrower path is proposed, whilst elsewhere a narrower bank or boundary verge may be the only option

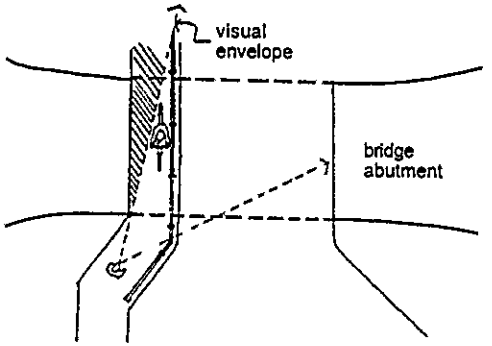
The sections below illustrate preferred standards sought by Sustrans and have been used as a starting point to assess the impacts and feasibility of creating a shared use path for cyclists along this route.

The National Grid slabs have to remain, primarily to retain access to the ducts, but it is recommended that the existing concrete covers are replaced with steel duct covers which are inset with a more canal sympathetic material such as resin bound gravel Setts could be used at bridge approaches and access points with the change in material acting as a 'warning' of potential safety issues. The length of towpath running parallel to Meanwhile Gardens has already been subject to resurfacing. A 2.5m wide resin bound gravel towpath has been trialed, with the gravel covering the concrete slabs. This has been fairly successful in eliminating the level changes associated with the concrete slabs but in some places uneven settlement has occurred

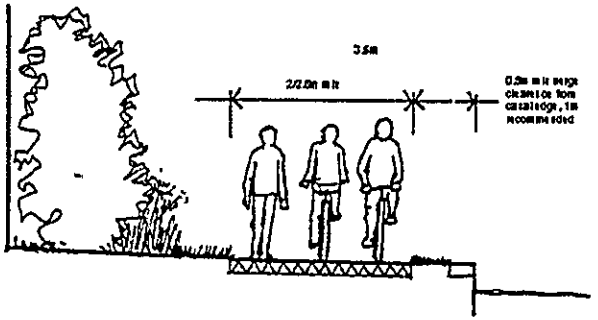
Typical section showing the existing situation along this section of canal towpath



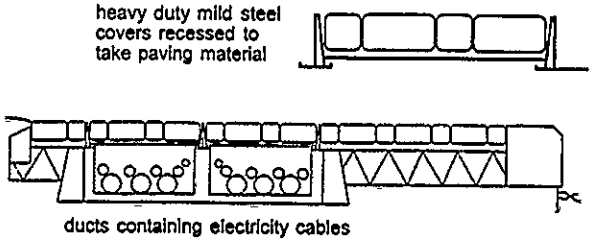
Sketch to illustrate the visual envelope at bridges.



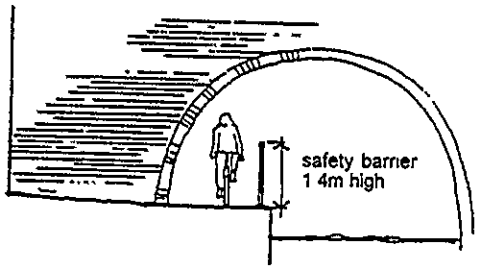
Preferred section of a shared use path·



Detail of proposed surface improvements·



Sketch to illustrate the preferred safety treatment for bridges with poor sight lines and narrow towpaths·



Summary

This section builds on the generic design principles and applies them to site specific issues found along the study length.

Potential constraints were identified along the route of the canal and design solutions were recommended. The following topics were identified to be discussed in further detail:

- Access issues
- Safety concerns
- Materials and surface treatments
- Signage strategy for the canal
- 'Watermarks' identifying the canal in its wider context.

These issues became the framework for the recommendations, (see Section 4.0).

Potential Constraints:

There are a number of constraints along the Grand Union Canal but with careful consideration many of these can be designed out or improved to a suitable standard.

- **National Grid** cables run along the entire study length of the Paddington Branch. Under their agreement with British Waterways, National Grid must maintain the concrete slab paving in good order. However, there are several areas along this study length where the paving is causing a safety hazard, due to the ridges and dips created by the central channel running through the paving slabs. In certain areas access to the cables is required and this should be built into any resurfacing plans.
- **Easynet** provide fibre optic cabling that join up certain mast sites to the telecommunications network. These cables run parallel to the towpath along most of the study length. Great care should be taken if there are proposals to the disturb the towpath near to these cables as they are delicate. Access to the cables is required at certain locations, these points are marked on maps held at Little Venice;
- **Obstructions** such as junction boxes are found along the towpath, although generally these are located off of the main route. Mooring rings are found at certain locations and could become obstructions if the towpath is narrow and heavily used. Cycle barriers and gated access points can also be found along this stretch of canal, posing problems for some towpath users;
- The **width of the towpath** is generally good, and a 2m shared use path could be accommodated along most of the length without losing verges. However, there are pinch points along the route, especially at bridges and some access points. Warning signage and protection measures, such as railings along the waters edge, may be required at these points;
- **Grass verges** should be retained wherever possible, they provide valuable habitats and act as a buffer zone between the towpath and canal, distancing cyclists or walkers from the water;
- There are distinct **level changes** along this stretch of canal, mostly occurring at access points where the canal is at a different level to the surrounding area. In most situations this change in level has been resolved by putting in stepped access points which impede some towpath users;
- **Height restrictions** occur at bridging points and without major structural changes this will not be resolved, so it is important that towpath users are warned of these restrictions at an early stage.

1. Slab indicating presence of Easynet, formerly Mercury, cabling.

2. Graffitied sign warning of high voltage National Grid cables

3. Existing National Grid surfacing treatment, typical of the study length

Environmental Impact

The survey that follows in Section 4.0 analyses the proposed route in the context of the character areas described in Section 2 2 The existing condition of the towpath environment and access points are described as well as the potential impacts of the improvements. Recommendations are then made as to whether the improvements could be satisfactorily accommodated without undue impact on the environment or heritage of the waterway and other towpath users

The detailed analysis that follows includes design solutions that should be considered for each length. All works will need to be undertaken in accordance with British Waterways' Environmental Code of Practice and an appraisal of the route and recommendations for environmental mitigation should be completed prior to the work proceeding. The following are, however, general measures that should be taken to minimise the impact of the shared use path on the landscape character and ecological value of the canal corridor.

- It is recommended that where possible works are undertaken during the low season/winter months, both to minimise the impact on visitors and wildlife Any bank protection would require a stoppage and therefore impact on boat traffic, requiring the work to be done during the low season Winter working would also prevent disturbance to nesting birds and facilitate the removal and storage of marginal planting All new planting should be undertaken between November and March.
- Access arrangements, site organisation and choice of plant should be planned to minimise the impact on existing vegetation. All plant, excavated materials and materials used in the construction of the shared use path should be stored in locations away from ecologically sensitive areas Access to and along the towpath for plant and equipment should be carefully controlled to reduce vegetation loss and damage.
- Existing marginal vegetation should be retained and, where bank protection works are required, reinstated. All new planting of emergent or aquatic vegetation should use locally sourced material.
- Bank protection works should be designed to enable access to the soft bank for water voles and other aquatic fauna. Although water voles have not been recorded along this length their population distributions do change and it is recommended that a detailed survey is undertaken to determine whether they are present prior to the detailed development of proposals. Water voles and their habitats are protected and this must be considered in the planning of the works.
- Where grass and vegetation needs to be removed, turfs should be lifted and stored carefully, and use them to reinstate any areas of disturbed earth rather than reseeding with a new grass mix. This method has been used successfully on other waterways to quickly re-establish a grass sward and ensures that the existing diversity of flora is retained.
- Where the towpath needs to be closed for works to take place, alternative routes should be advertised at all relevant access points, explaining why and for how long the towpath will be closed.

Design Issues and Possible Solutions

Materials/Surface Treatment:

Suitable materials should be selected to provide a high quality surface that is suitable for cycling.

- This should be a hard wearing surface, which is a non-slip, long lasting material, that does not require excessive maintenance;
- Improvements to the existing National Grid surface should be considered, although the existing slabs will have to remain and maintenance requirements of the cable ducts preclude comprehensive resurfacing;
- Materials should reflect local character and should not detract from the distinctive canal environment;

Access:

Access points are vital locations on the canal, allowing people onto the canal and giving them the opportunity to explore the canal environment. There are a number of factors that should be considered when assessing access points:

- Access points include bridge crossings, adjoining roads, public transport links and water activity nodes;
- Access points should be at frequent and logical intervals;
- They should integrate with the surrounding area;
- 'Access for All' is of paramount importance, and where possible the Waterway Access for All approach should be followed to ensure an appropriate balance between the physical and programmable access;
- Both visual and physical access should be provided;
- Locked access points should be avoided, as they can exacerbate personal safety fears, however, if they are considered necessary they should not be locked during daylight hours and the arrangements should beconsistent and well advertised. Along the Regent's Canal in Camden the borough are looking to reverse the locked gate policy. However, locked gates may be required to protect residential moorings;
- Better information should be provided at all access points, (see signage proposals);
- Pedestrian and cycle links should be established or promoted to encourage further use of the towpaths;

Safety:

There are many safety concerns with canals in urban areas, mainly due to the secluded nature of the waterways and the lack of information found along them. Not all entry points are signed and it is easy to lose touch with the surrounding geography, disorientating people. The canal corridor can seem a confined space, especially if it is built up on both sides, and a perceived lack of 'escape' routes can discourage people from using the towpaths. The following points should helps to reduce the fear of crime and to improve community safety;

- The permeability of towpaths is important to increase awareness and aid security;
- Visual connections with the canal from its surroundings will create a degree of casual surveillance;
- 'Windows' onto waterways from adjacent spaces should be encouraged, vantage points should be created, and physical barriers should be opened up, especially where access is limited;
- Blind spots/hidden corners should be eliminated wherever possible;
- Welcoming access points will help to eliminate some safety concerns;
- All hazards along the towpath should be removed;
- Better lighting should be located along the canal, especially under bridges and at access points;
- A comprehensive signage strategy will help to orientate people within the wider context of the canal and should remind all towpaths users of the need for consideration between different towpath users.

4. Recently resurfaced stretch of towpath, with a bound gravel surface laid over the existing National Grid slabs

5. Canalside barrier at one access point into Meanwhile Gardens

6. Gateway into Meanwhile Gardens, which is lit at night

7. A small pocket park on the offside creates a 'window' onto the waterway at Wedlake Street bridge

Design Issues and Possible Solutions

Watermarks:

This concept is one way of promoting the canal within it's surroundings, ultimately strengthening the identity of canal in the wider context. The idea is that the influence of the canal ripples out from the actual canal corridor. This will also help to raise awareness of the canal where there are no visual links.

Possible 'Watermarks' include:

- Use of lighting effects connecting evening activities from the canal to adjacent streets;
- Sculptural elements in public spaces such as local open spaces or shopping areas;
- Sculptural way-markers;
- Creative use of landscape elements such as trees and shrubs;
- Interactive kiosks placed at key locations in the wider area, giving information on a variety of local features including the canal.

Signage:

All access points should be signed from the surrounding area in a welcoming manner. Many access points are currently inconspicuous and as a result the canal can become cut off from it's surroundings. A comprehensive signage strategy should be designed for the whole length to give a sense of cohesion. The siting and design of signs on the towpath should not have a detrimental effect on the heritage of the canal.

- Warning signage should be located ahead of problematic features such as bridges, tight corners, access junctions, and heavily used stretches;
- Directional signage indicating locations, links to local destinations and routes should be sited at key locations;
- New signage should incorporate principles from the existing Sustrans programme;
- The combination of signage and public art could engage local communities, helping to invoke a sense of ownership, culminating in an innovative piece of public artwork, that is both useful and different, adding distinctiveness to the area. This could be part of a wider arts programme;
- Signage could be built into various canal elements such as paving markers, lighting, boundary fencing and public art. For example subtle areas of text and symbols could be sandblasted into paving slabs placed at key access points indicating links/directions or at bridge approaches warning cyclists to dismount.

Potential Impacts

All the aforementioned design solutions will have an impact, to a varying degree, on the canal environment. Generic design principles to mitigate these effects have already been discussed.

As well as thinking of the potentially negative impacts the proposed improvements may have it is important to see the wider benefits they will bring to the canal corridor and surrounding area:

- Safe shared use proposals will encourage a wider sector of the community to use the canal towpath as a regular route, increasing the natural surveillance of the canal, in turn encouraging further use.
- The proposed improvements along this stretch of canal will complement other local strategies, for example the Regent's Canal Interpretation Project and the Regent's Canal Green Corridor - towpath and access improvements report.
- By working with local groups and associations it is hoped that the local community will be engaged and a sense of ownership is invoked.

8. Words carved into paving slabs to create 'underfoot' signage

9. Plaque in Meanwhile Gardens combining art and signage with local information

10. Artistic signage in Meanwhile Gardens incorporated into a gateway post

11. Traditional Highways signage which is not always appropriate to the canal environment

recommendations

4.0

4.1 Survey
4.2 Site Survey & Analysis

Summary:

These recommendations seek to provide a practical means of taking forward the aspirations for access and towpath improvements along this length of the Grand Union Canal.

- Improve access and towpath conditions for all users of the canal, including walkers and cyclists, provide where possible 'Access for All' approach ensuring an appropriate balance between physical access and available route information, ie whether obstacles are present along the route;
- Reduce fear of crime and improve community safety;

The project aims are the driving force behind the following recommendations, which are guided by policies from Unitary Development Plans, British Waterways, Sustrans and other organisations with an interest or responsibility for the canal environs.

The length of canal from Scrubs Lane to Little Venice was split into character lengths and recommendations and opportunities for future action along each stretch were outlined.

Survey & Analysis:

Access points

An assessment of the location and condition of all existing access points was carried out and where necessary recommendations for improvements have been made. The need for additional access points has been reviewed and access requirements for site works have also been considered.

Walking and cycling

The suitability of the towpath for shared use was assessed, as was the character and condition of the towpath. Features (natural or man-made) along the towpath that could impede access and/or compromise the safety of cyclists and other canal users were identified and changes to the towpath surface are recommended.

Safety

Lighting and signage should be considered in order to make the towpath a more welcoming environment and community involvement is essential to create a sense of local ownership.

Recommendation Maps

Maps are shown at 1:2,500 and where possible are split into bridge to bridge lengths.

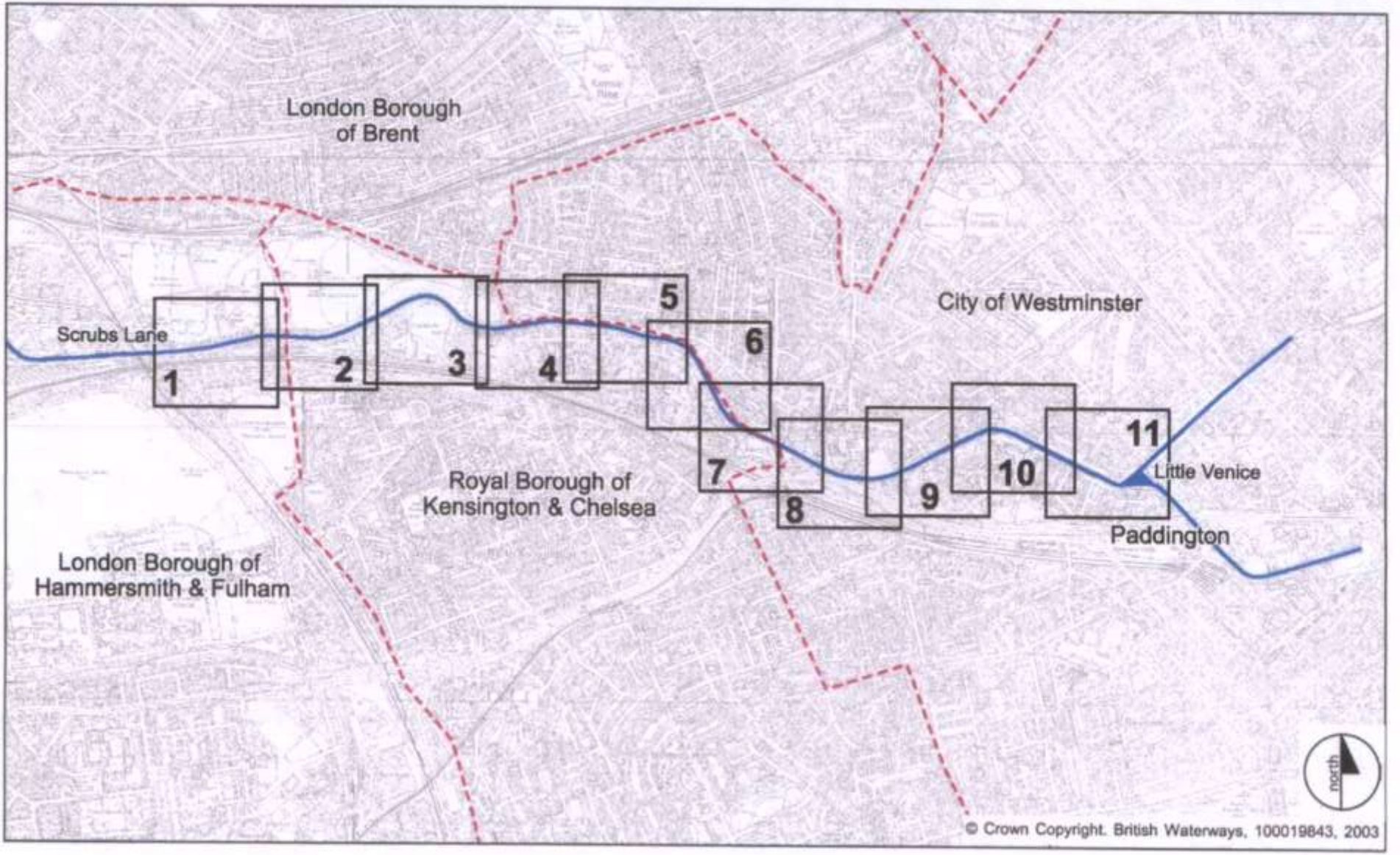
Symbols are used to indicate both existing landuses and proposed improvements and a full explanation of these are given in the key.

Photos of the existing situation at each proposal location are shown along with written recommendations explaining the proposed improvements.

For convenience a fold out key is located at the back of this document.

Recommendation Key:

Recommendation Maps:



Recommendations

(01) Scrubs Lane/Mitre Bridge

Proposals to replace the exisitng step access with a ramp have been developed by London Borough of Hammersmith & Fulham and British Waterways.

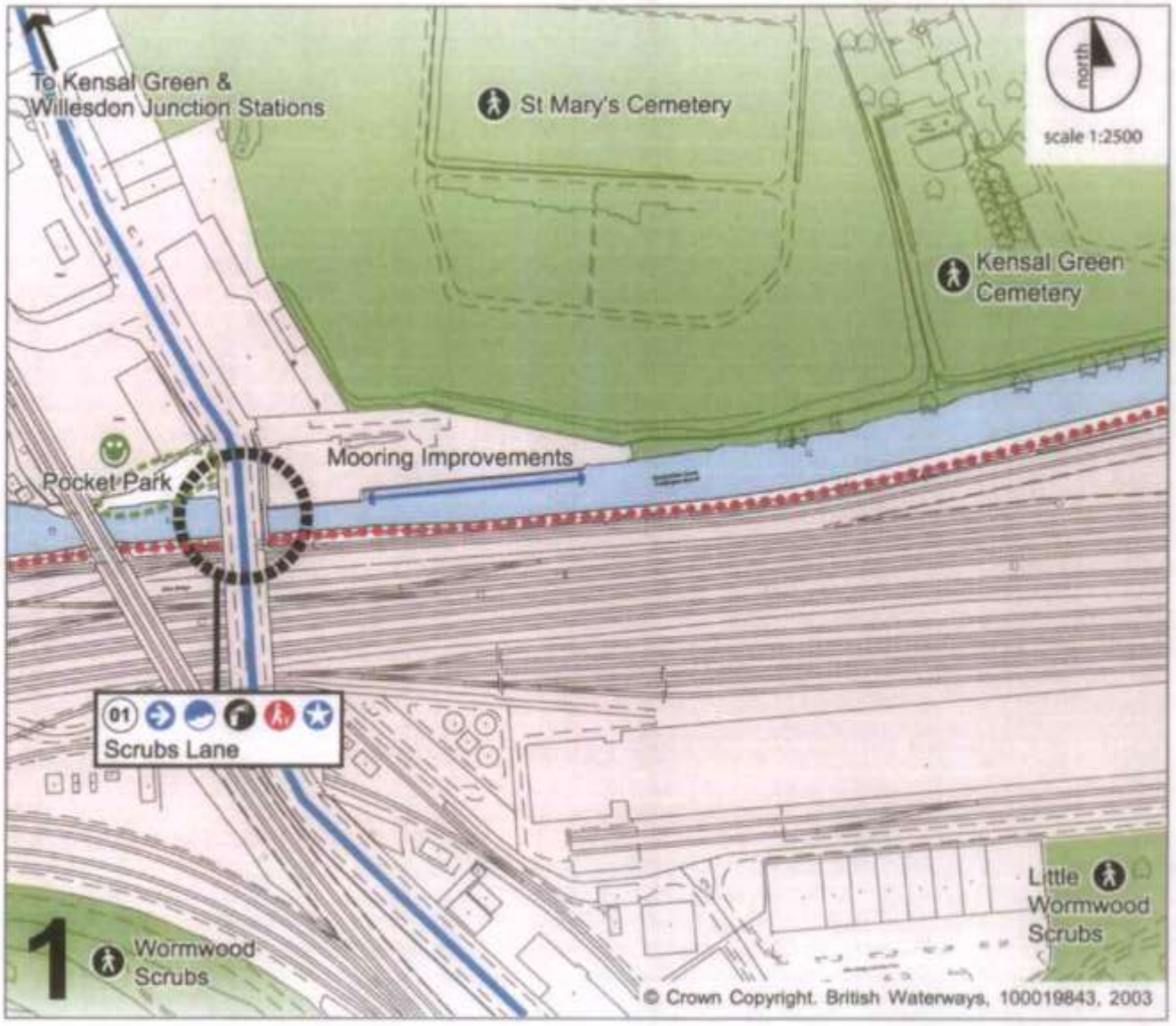
Graffiti should be removed from the bridge underpass and the bridge repainted.

This access point is a key gateway onto the canal and into Park Royal and there should be appropriate signage to inform towpath users of the shared use path, location of nearest access points and local features of interest. Pedestrian and on road cycle links to Wormwood Scrubs and Kensal Green Cemetery should be indicated.

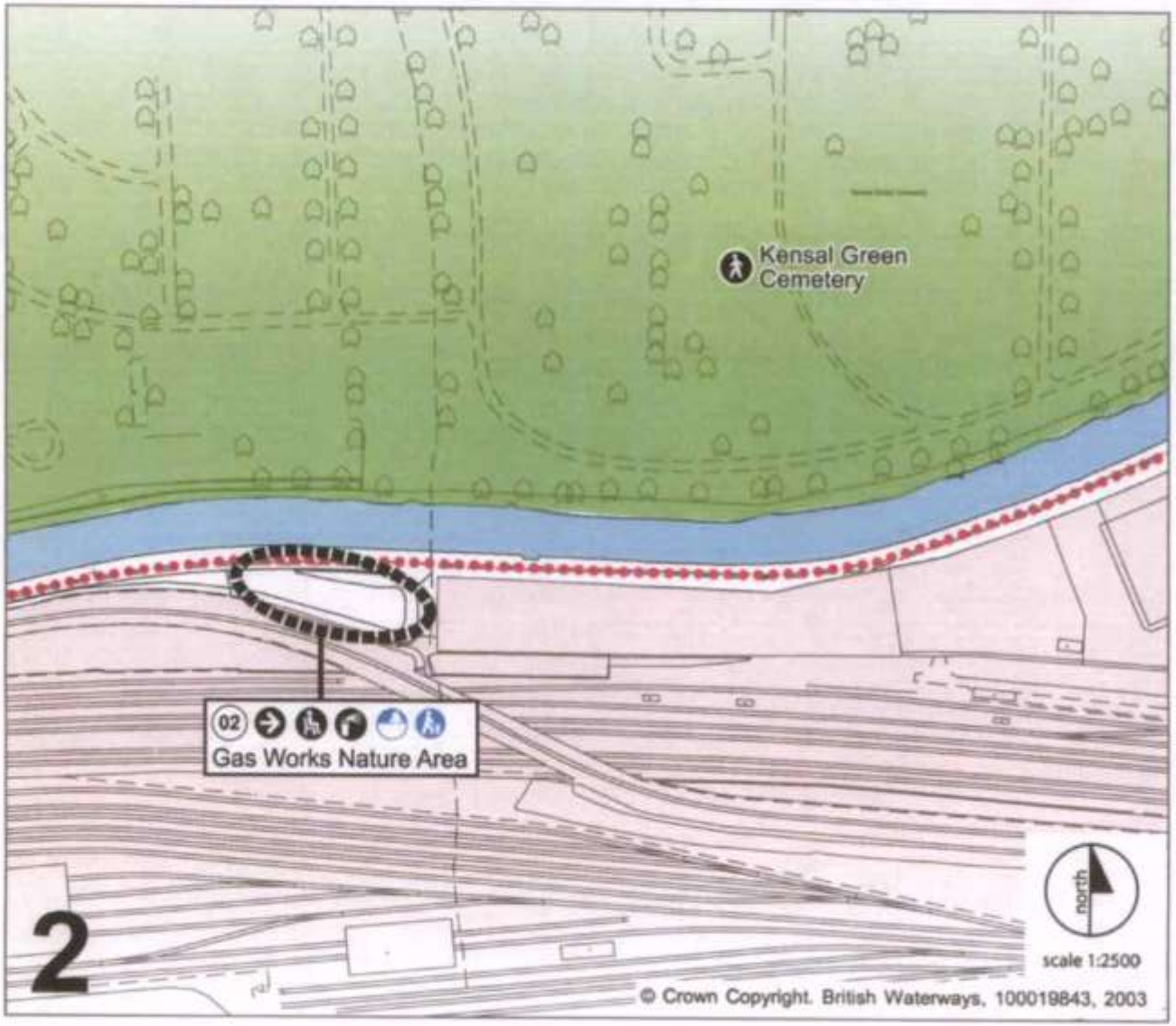
Pocket park

The pocket park on the offside is an ongoing site for Groundwork West London to work with the local community to re-landscape the area as a memorial garden to Mary Seacole, a local historic figure.

Recommendation Map



Recommendation Map



Recommendations

02 Gas Works Nature Area

There are 2 informal step access points into this canalside nature area.

Graffiti should be removed from the existing seating and signage here.

A general 'tidy-up' of the planting is recommended which could be undertaken by a regular maintenance team of Groundwork and Sustrans working volunteer groups.

Recommendations

(03) Peabody Trust Development Site

Plans for this development site include an ecological park running along the canal boundary, separating the mixed use development from the canal. It is recommended that British Waterways continue talks with the Peabody Trust to consider includng an access point physically linking the canal and proposed development. There is the opportunity to engage the new community with an arts project incorporating signage and seating.

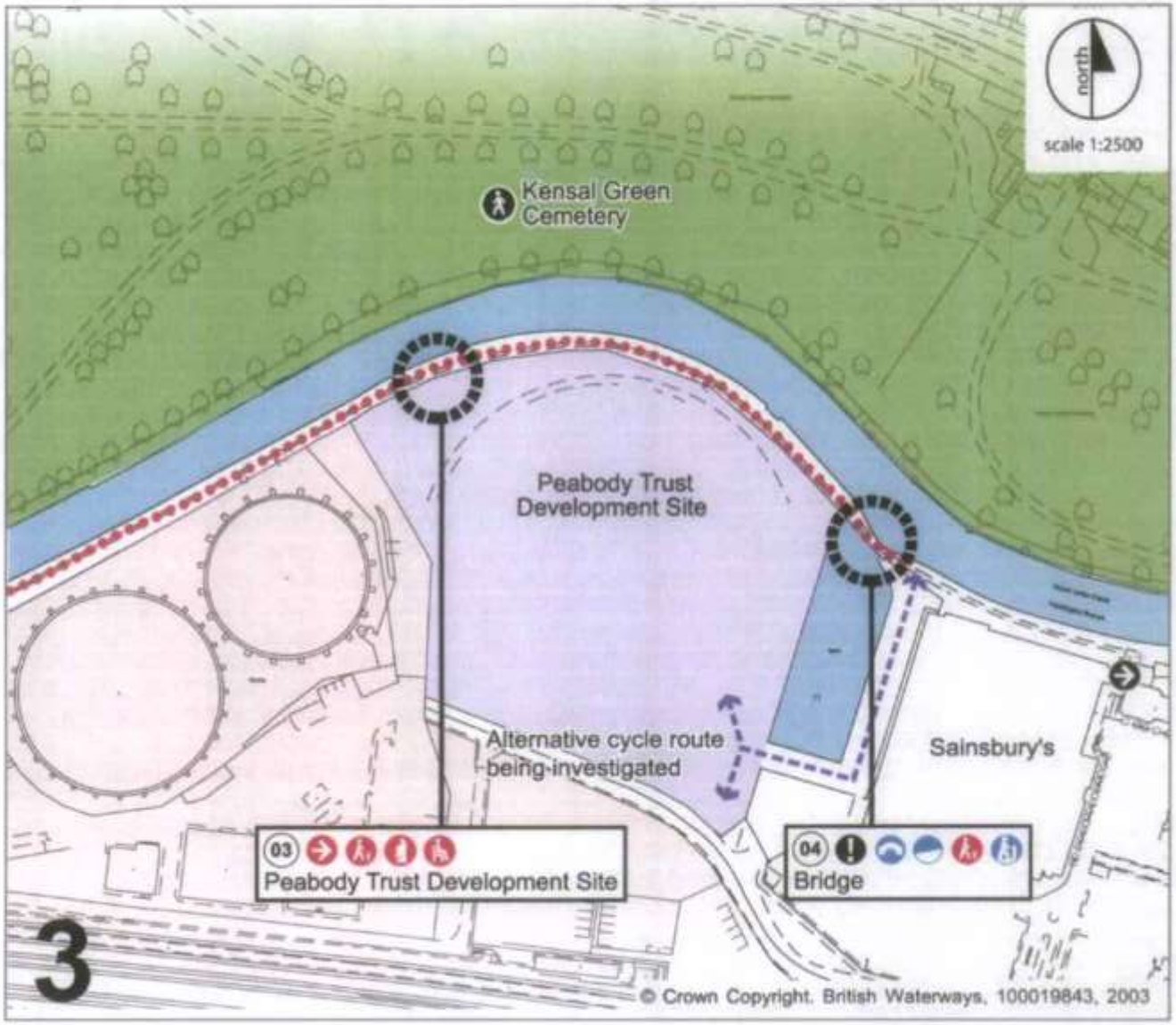
(04) Bridge over basin access

Warning signage is proposed at this bridge approach to inform towpath users of the steep gradient. New, improved handrails should be located on the bridge to aid the less mobile and vegetation should be cleared from the bridge ramp. The access barrier at the bridge base, shown above, should be removed.

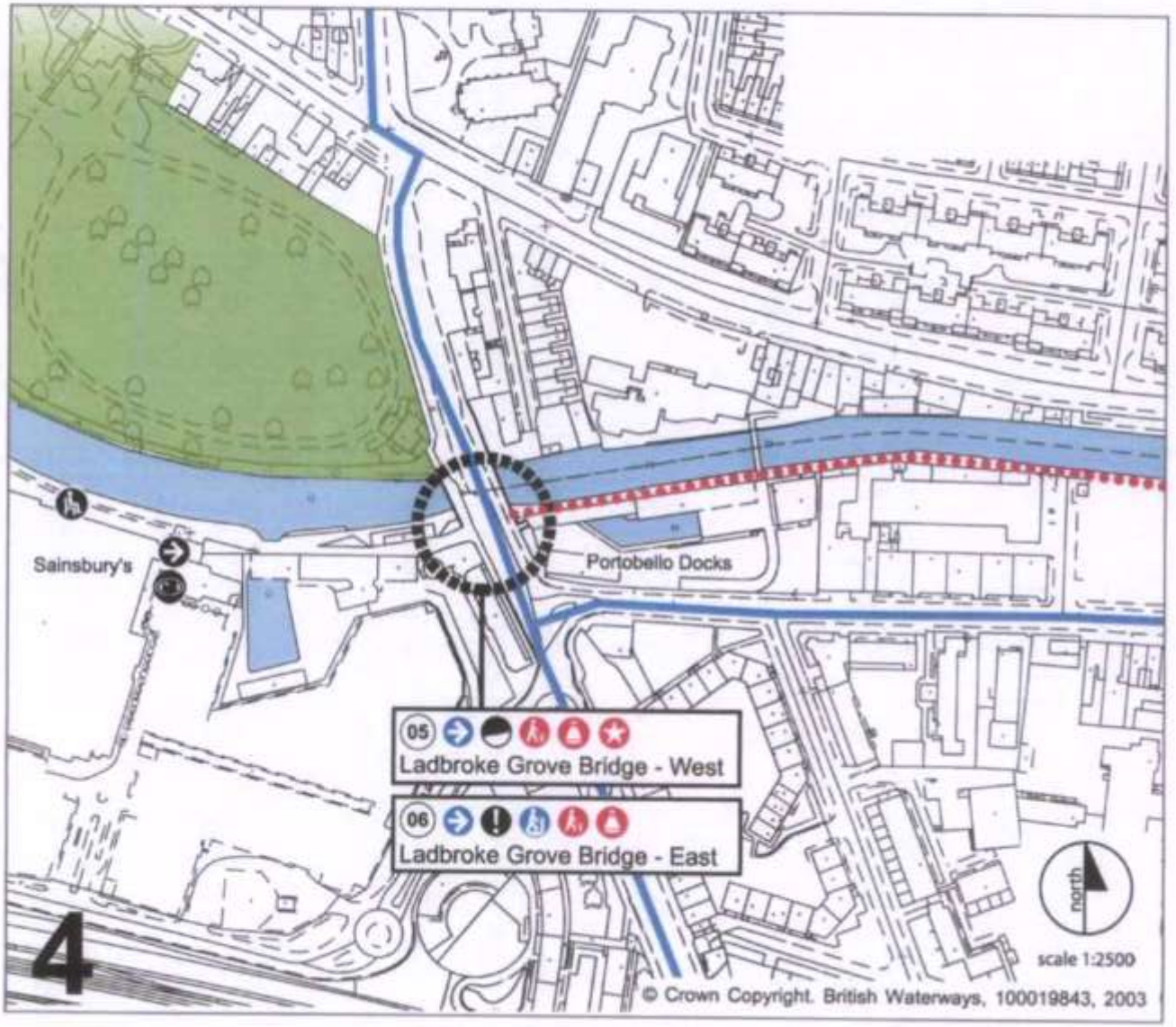
Sainsburys

The access at Sainsburys is good, allowing for views through the boundary fence and seating and signage is already located here. There is potential for improved signage here.

Recommendation Map



Recommendation Map



Recommendations

(05) Ladbroke Grove - West

Information and directional signage is recommended here to advertise this access point as a key node along the canal.

The bridge underpass should be cleaned of graffiti and lit to create a more inviting environment.

(06) Ladbroke Grove - East

Poor sight lines, an access barrier and a bridge ramp combine to make this an awkward access point onto the canal. Warning signage is strongly recommended here, to warn people entering onto the towpath as well as those exiting the bridge underpass. Signs to encourage cyclists to use the western ramp should also be located here.

The existing barrier should be reviewed on an 'Access for All' basis and replaced if necessary.

Recommendations

(07) Adela Street

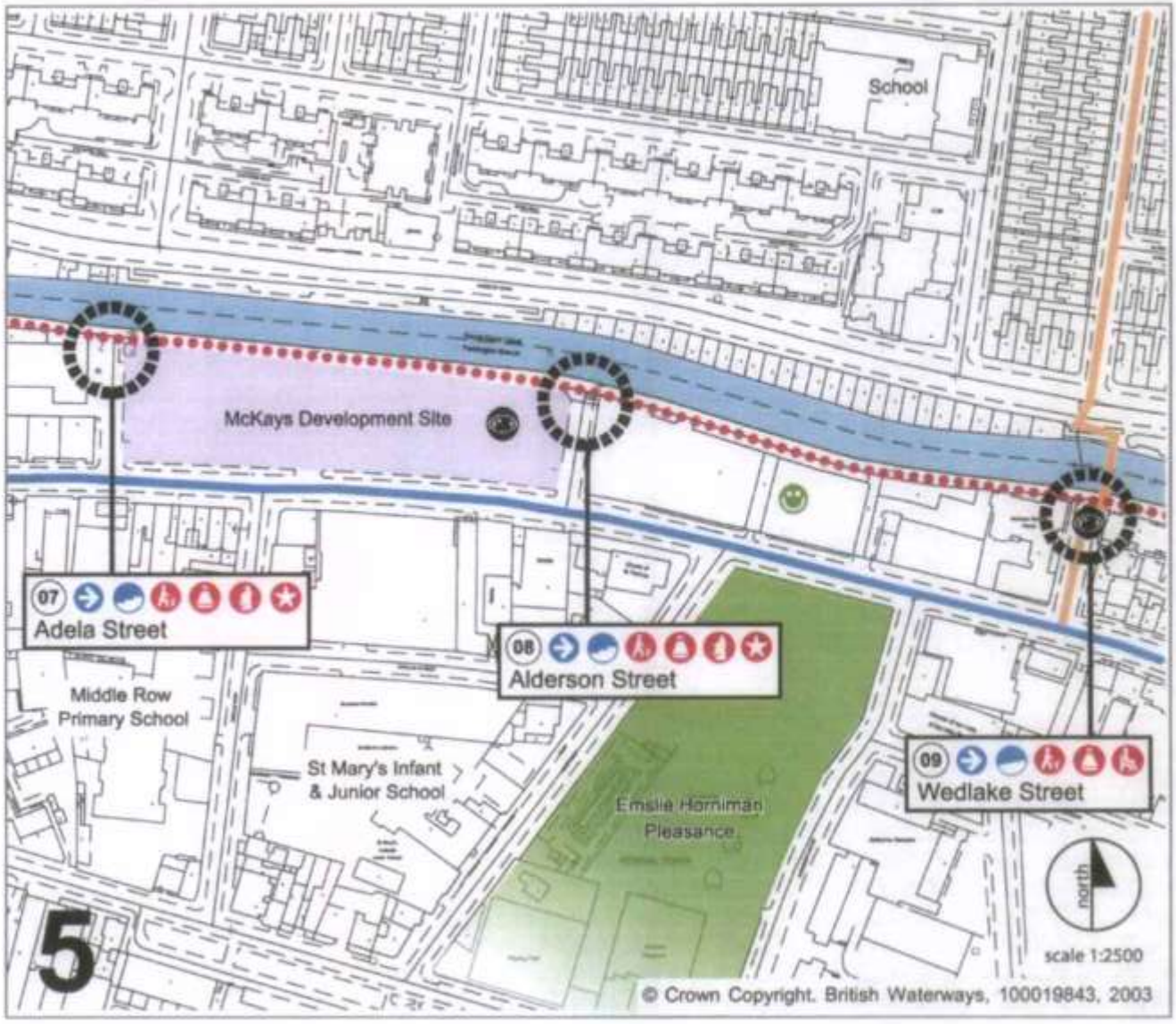
The existing stepped access should be improved with a handrail, and information and directional signage should be located here. The canal should be signed from the Adela Street/Kensal Road junction with art/lighting to create a gateway onto the canal.

(08) Alderson Street

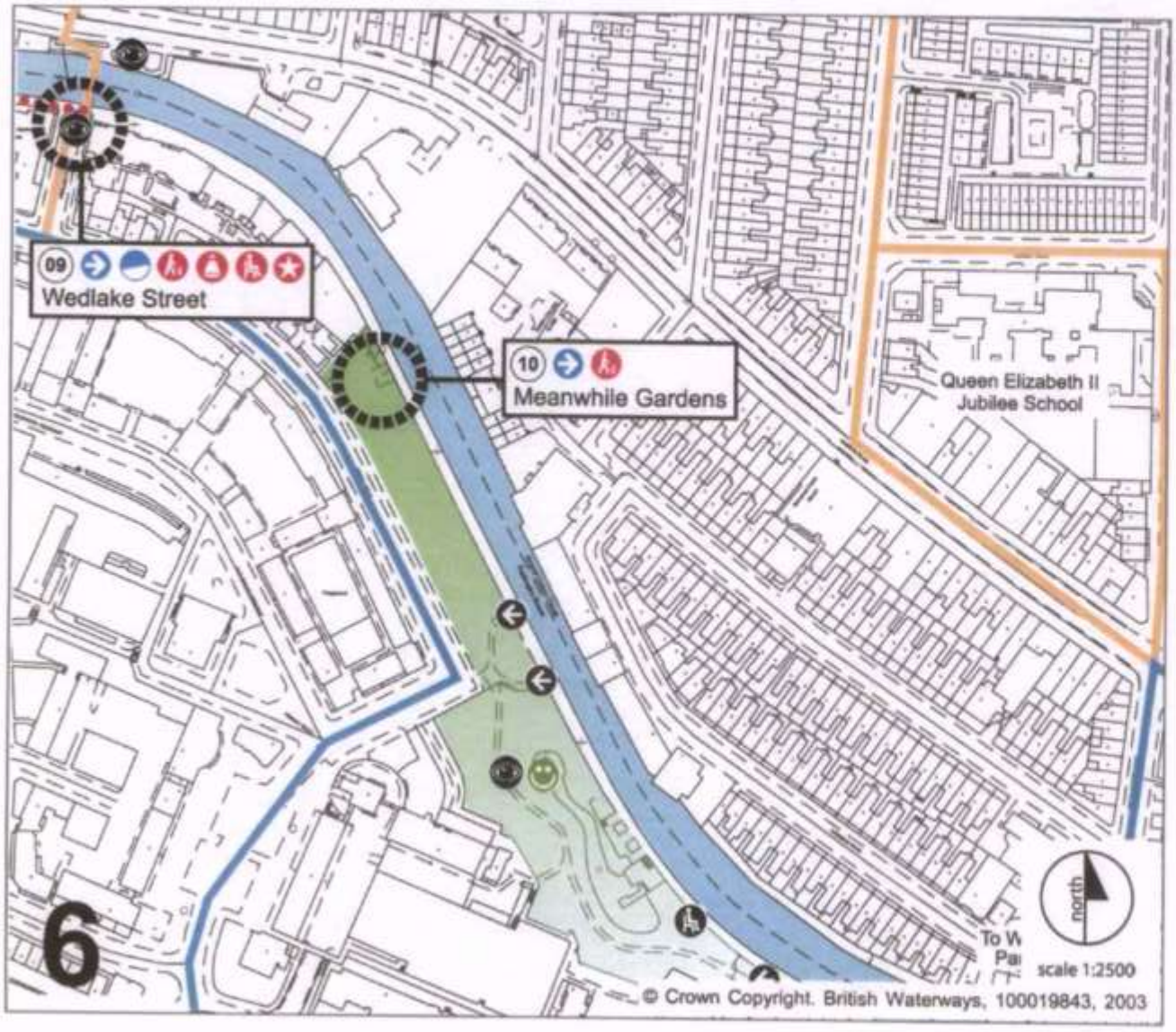
A Section 106 agreement resulting from the McKay Trading Estate development has been set up to improve the stepped access here.

Information and directional signage should also be located here and the canal should be signed from the Alderson Street/Kensal Road junction with art/ lighting to create a gateway onto the canal.

Recommendation Map



Recommendation Map



Recommendations

(09) Wedlake Street/Halfpenny Steps

This is a key node along the canal and the bridge is a busy crossing point. Information signage is proposed here, indicating the distance to the next access point and local features of interest, such as the nearby Meanwhile Gardens. At present the access ramp is narrow due to the restricted area available and the confined space and high railings create an imposing space. Making more information available and improving this access ramp should encourage more people to use the towpath, reducing the fear of isolation. It would be important to involve the residents of Garrow House in any improvement scheme.

(10) Meanwhile Gardens

It is recommended that the access point by the chimney is formalised with signage and resurfacing to allow for easy, flat access to Kensal Road, a signposted cycle route.

Recommendations

Meanwhile Gardens

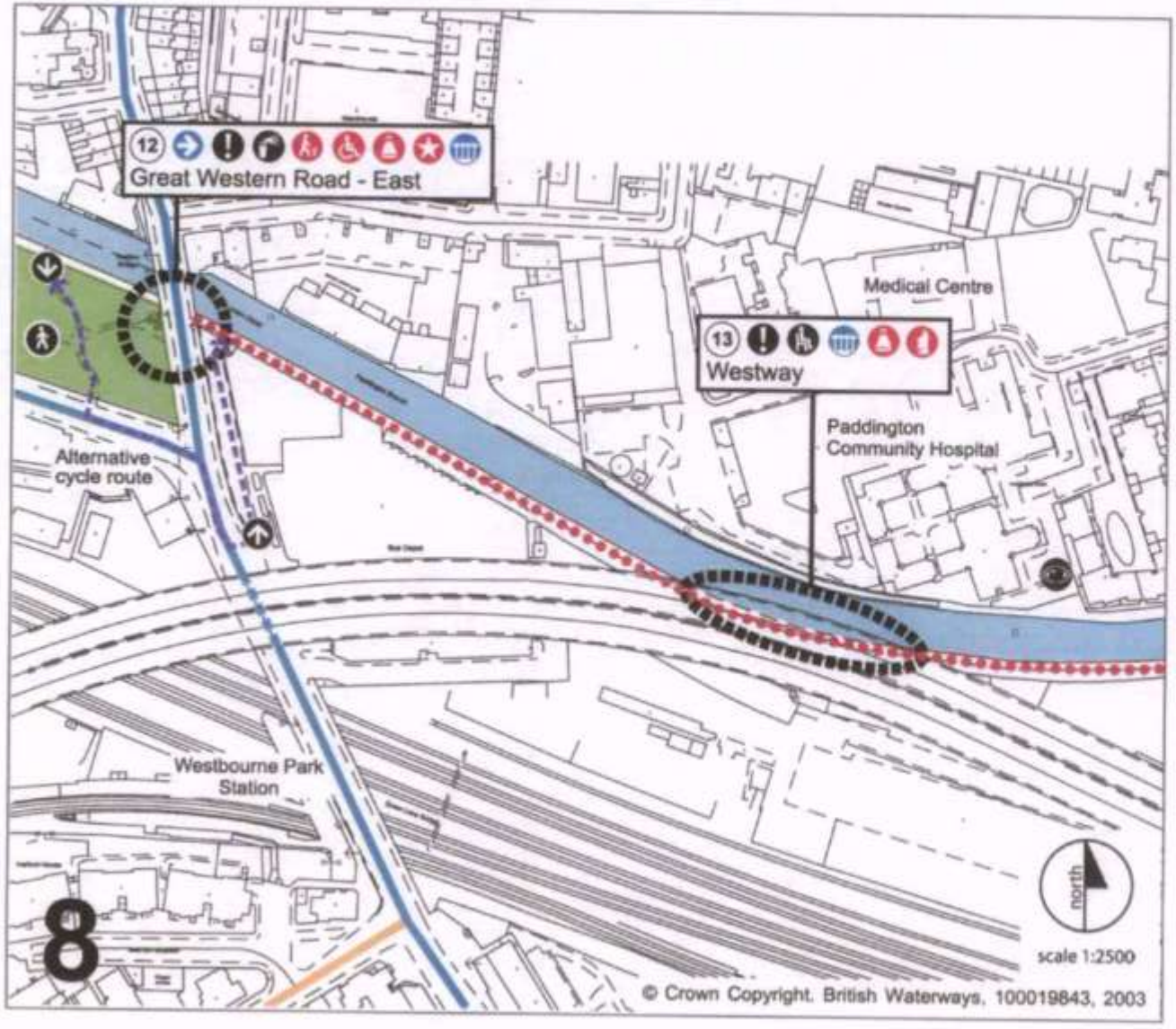
Generally access is good along this stretch of canal, with numerous access points that invite people of all mobility levels into the gardens. Most of these access points have gateway features, which are illuminated at night. The local angling groups are concerened with the provision of any more barriers along the canal edge at access points, thereby reducing the stretches of water they can use for angling. There are also some concerns about anti-social behaviour that occurs after dark.

(11) Great Western Road

Cyclists and people with wheelchairs/pushchairs are encouraged to use a route cutting through the gardens instead of using the spiral steps onto Great Western Road, or to pass under the bridge and use the next access point. It is important that signage is located here to inform all users of all available options. The bridge underpass should be cleaned of all graffiti and litter.

Recommendation Map

Recommendation Map



Recommendations

(12) Great Western Road - East

The existing access point should be improved by cleaning graffiti, improving boundary treatments and locating new signage here, allowing people to orientate themselves. The alternative route for cyclists and wheelchairs users should also be signed from this point. Talks should be held between City of Westminster representatives and local businesses to resolve parking issues along the route back to Great Western Road

(13) Westway

Art work and/or lighting is recommended under the Westway overhead road to improve this area. A team from Thames 21, Groundwork & British Waterways are investigating opportunities for this site. Graffiti should be cleaned off the boundary walls and where possible barbed wire removed to remove the perception of danger felt by some towpath users.

Recommendations

(14) Harrow Road

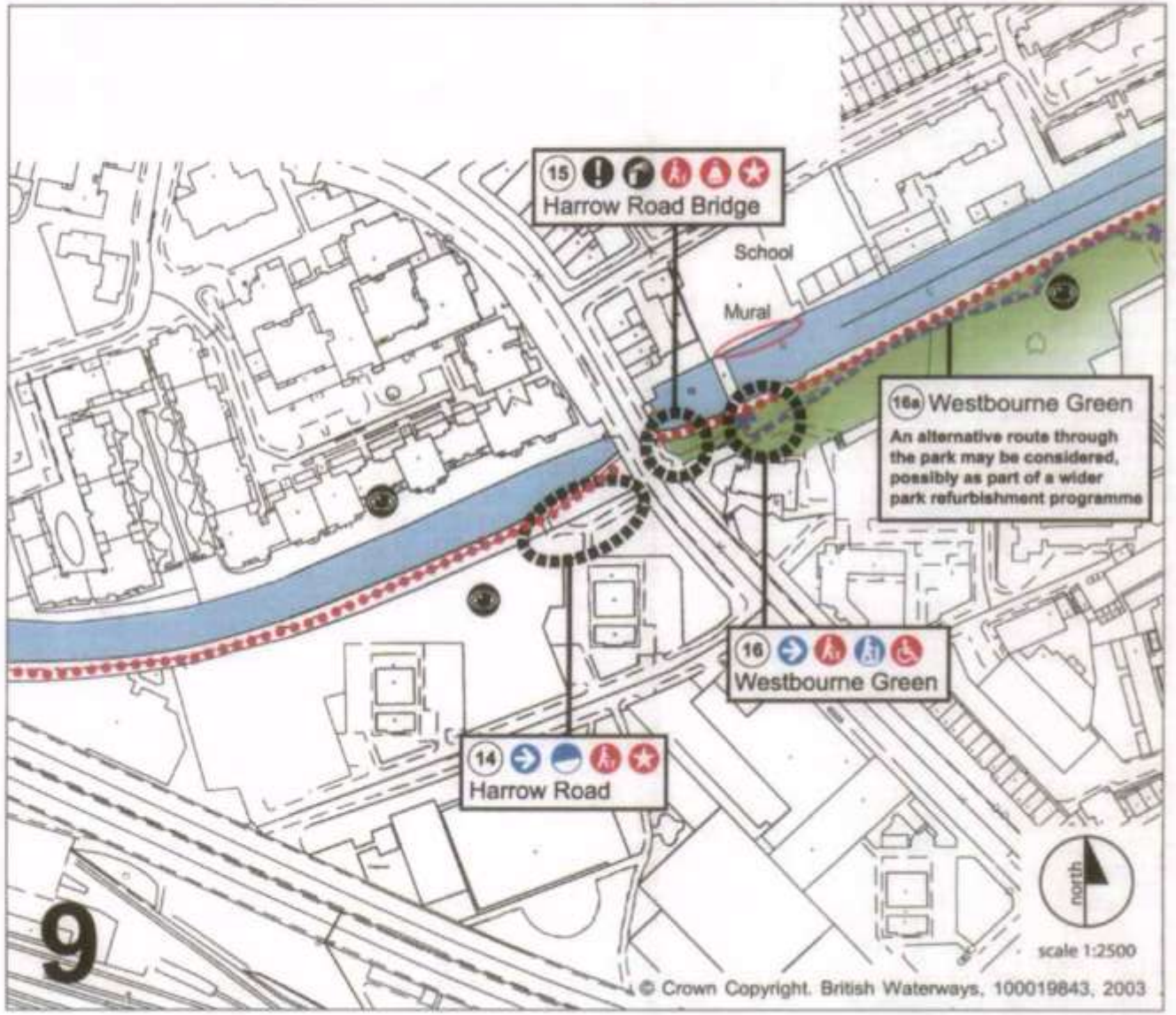
Repairs should be made to this existing ramp access, especially where the surface changes, and signage should be located at both ends of the ramp to help direct towpath users and inform people of the presence of the canal.

The link to Alfred Road, leading to Harrow Road, has been blocked due to the resident only access gate and this policy should be reviewed, allowing cyclists and walkers a more direct, off road route to the sports complex and Royal Oak station.

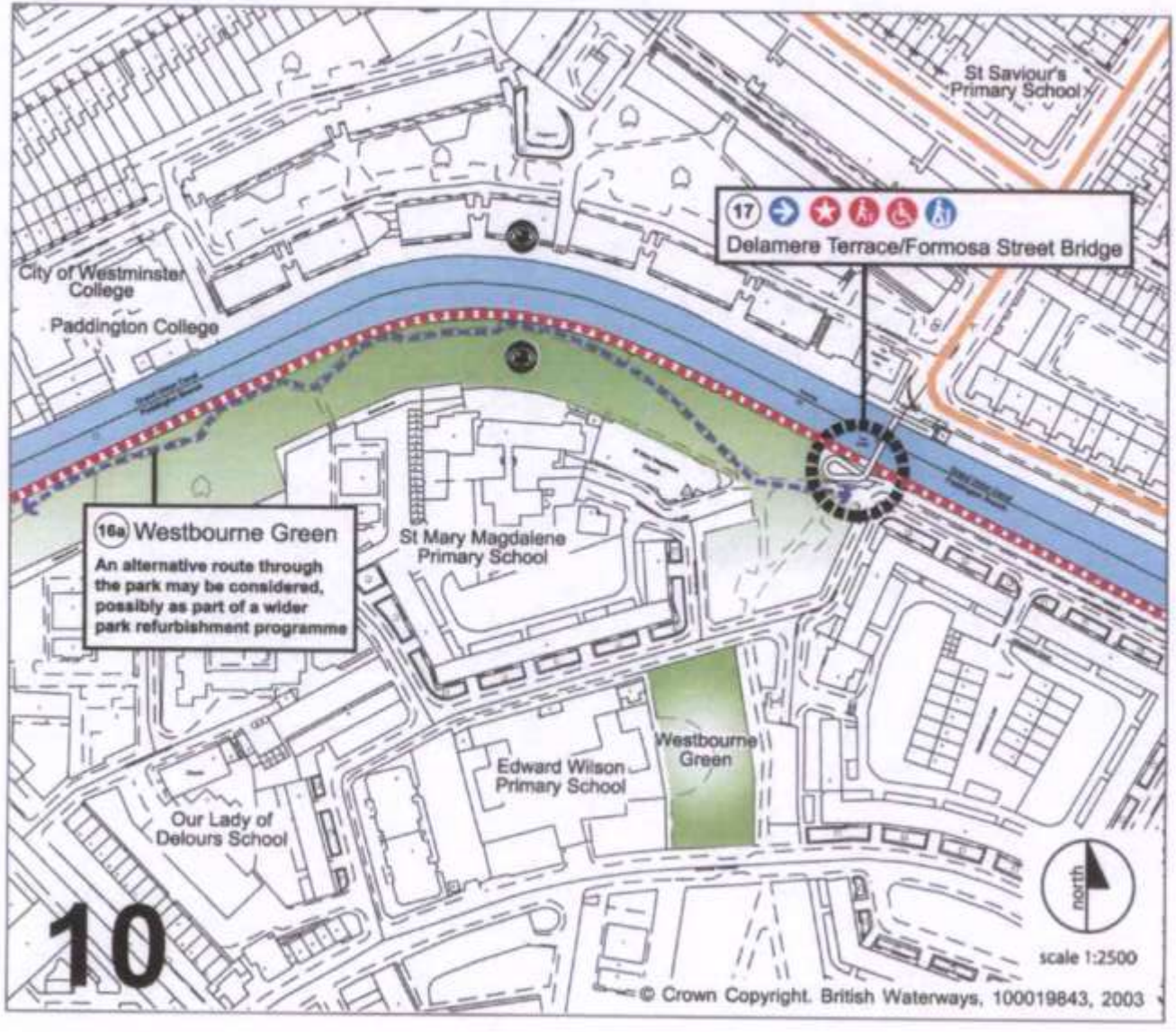
(15) Harrow Road Bridge

This bridge underpass has poor sight lines, restricted headroom and a narrow towpath, therefore it is recommended that signs warning cyclists they may have to dismount during busy periods are located here. The signs should warn all towpath users of the potential conflicts here.

Recommendation Map


15 Harrow Road Bridge
School
Mural
16a Westbourne Green
An alternative route through the park may be considered, possibly as part of a wider park refurbishment programme
16 Westbourne Green
14 Harrow Road
north
scale 1:2500
9
© Crown Copyright. British Waterways. 100019843, 2003

Recommendation Map


St Saviour's Primary School
17 Delamere Terrace/Formosa Street Bridge
City of Westminster College
Paddington College
16a Westbourne Green
An alternative route through the park may be considered, possibly as part of a wider park refurbishment programme
St Mary Magdalene Primary School
Westbourne Green
Edward Wilson Primary School
Our Lady of Delours School
10
north
scale 1:2500
© Crown Copyright. British Waterways, 100019843, 2003

Recommendations

(16) Westbourne Green

Due to the narrow width of the towpath and to reduce potential conflicts it is recommended that the existing footpath through the park is upgraded to a shared use path, possibly as part of a wider improvement scheme. Signage should be located here. The existing cycle barrier should be replaced with a barrier that does not impede access for wheelchair users. The mural located here is constructed from recycled materials found in or near to the canal, the project was led by Thames21.

(17) Delamere Terrace/Formosa Street

From here to Little Venice it is recommended that the towpath continues to be cycle free, due to the combination of the narrowing width of the towpath and the heavy number of moorings situated along the towpath edge. Information and directional signage should be located here to inform cyclists of the alternative routes, (see Colin Buchanan and Partners report, 2003 for details).

Recommendations

(18) Blomfield Villas/Delamere Terrace

This stepped access is a gateway onto the canal and into Little Venice. Signage to indicate that this access point falls within the 'no cycling' section should be located here.

Colin Buchanan and Partners have prepared a report * on behalf of LCN setting out details of the proposed on-road cycle routes around the Little Venice area and beyond, including the Delamere Terrace section of canal.

Onward links to Paddington Basin:

The important strategic link from where the cycle route leaves the canal through to the proposed Paddington development area should be reviewed and it is suggested that a new report is commisioned to bring together all existing information so that this 'missing section' of the longer distance route is finalised. It is important that cycling is looked into at as early a stage as possible in the planning of the rest of site so that this vital cycle link is not omitted.

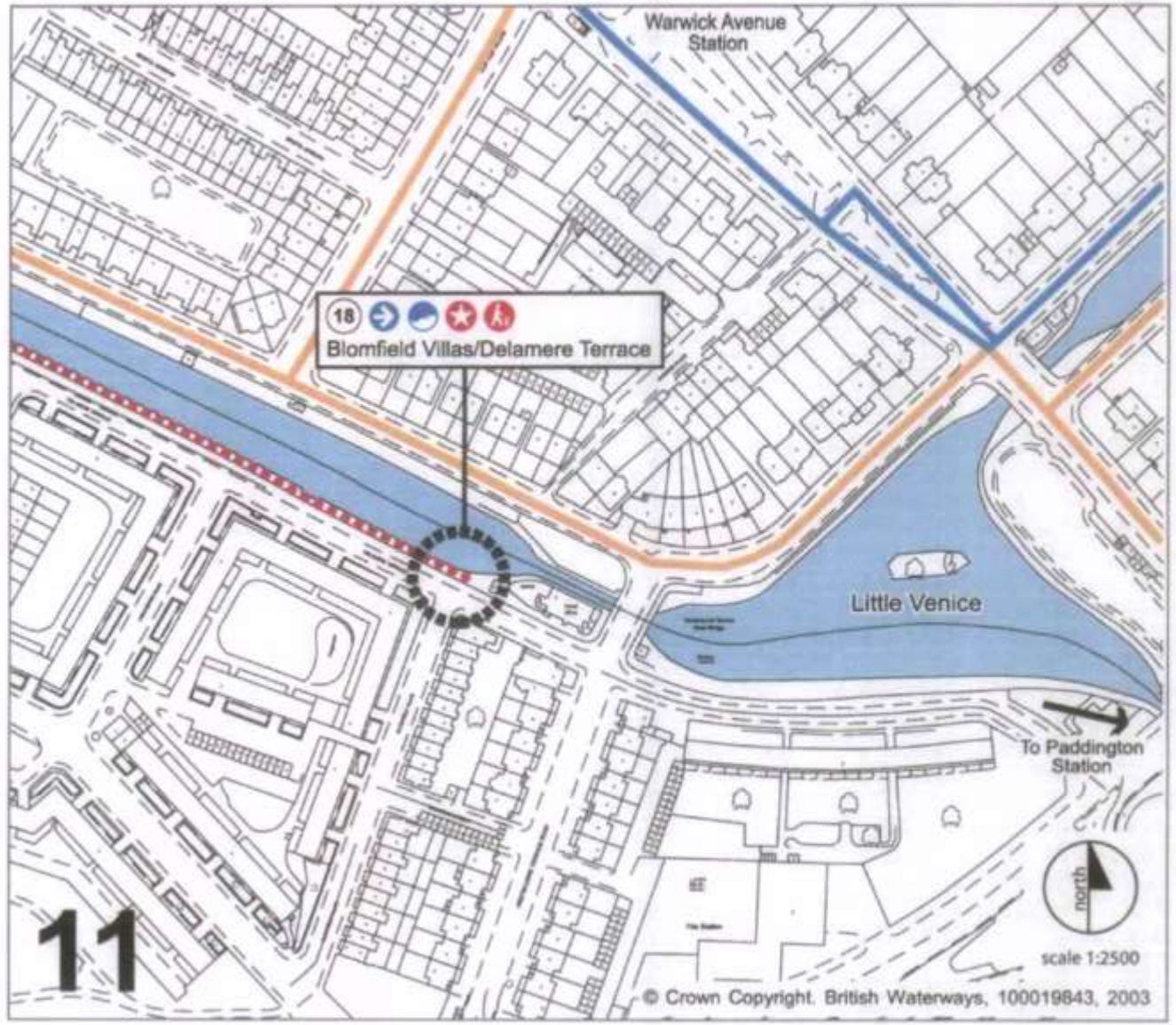
---

* *Colin Buchanon and Partners, 2003*

London Cycle Network +

Regents Canal - Lisson Grove Link, Feasibility Report.

Recommendation Map



action plan

5.1 Introduction
5.2 Towpath Improvements
5.3 Access Improvements
5.4 Community Safety
5.5 Signage and Public Art

Towpath: detail

5.0

Summary

The Action Plan is intended to provide a useful tool to aid financial planning and prioritisation and it is hoped that the plan will be added to and developed by various related partners.

Introduction to the Action Plans

In this section recommendations for actions are proposed. To facilitate planning and funding these have been divided into the following five categories

- Towpath Improvements
- Access Improvements
- Community Safety
- Public Art/Signage Strategy
- Maintenance and Management

For ease of reference each recommendation has been numbered, and these numbers relate to the recommendation maps set out in Section 4.0. It is suggested that the relevant map is consulted to provide a more detailed understanding of the recommendation and its context.

The number next to the recommendation is the key to the precise location of the recommendation on that map. The text details the proposal for that specific location

For most projects a number of potential partners have been identified, however a single project deliverer will need to be agreed who will be responsible for implementing the project The project deliverer does not necessarily need to be the site owner

British Waterways sees partnership as the key to achieving environmental improvements along the canal. For all of the proposals a range of potential partners have been identified but these are not exclusive and other bodies and community groups could play an important part in bringing about change

For each proposal an anticipated timescale for implementation has been given on a scale of Short Term (1 year), Medium Term (1-3 years) or Long Term (3-5 years) It is hoped that the Action Plan will be kept updated and that each year a range of projects is identified for implementation.

A number of recommendations are identified as a priority to be taken forward. These are proposals that are considered to lead to significant benefits in relation to the resources required. The majority of these are projects that are achievable within the short to medium term.

Outline costs have been prepared for the recommendations to give an indication of the scale of the envisaged project. These should only be used as an approximate guide for budget planning and a detailed cost estimate will be essential once the scheme has been progressed to the design stage. Projects that cannot be clearly defined at this stage have not been costed

It may be decided to concentrate resources on one or two locational improvements, for example individual access points. Alternatively, strategies that cover the whole canal may be considered, such as a Signage Strategy. An attempt should be made to ensure that improvements are spread along the canal so that the benefits are felt throughout the study length.

The Action Plan should not be seen as a static document but as a dynamic tool for budget and project planning The 'comments' column provides an opportunity for partners to add their own information and updates on how the project could be progressed.

General Recommendations

Towpath Improvements:

- The towpath is currently 1.25m in most places due to the width of the Nationl Grid cables but this is not a sufficient width for comfortable shared use paths This path widening is possible along most of this study length as the *available width* is much wider than the existing path width. Therefore, it is recommended that the path is widened to 2m in constrained areas, elsewhere 2 5 to 3m according to local circumstances and character, (refer to towpath sections on p53);
- Provide a high quality surface. Currently Meanwhile Gardens is the best example of a towpath upgrade along this stretch of canal and as such now has higher levels of use;
- Realignment of path along certain areas to avoid hidden corners and to allow for verges.

Access Improvements:

- Facilitate access - improve stepped access points to ramps where possible,
- Improve sight lines – encourage cyclists to use the outside of the bend in order to minimise any hidden corners;
- Realignment of path along certain areas to avoid hidden corners and to allow for verges,
- Remove any potential hazards wherever necessary;
- Install railings, but these should only be sited where needed, around potential collision zones or at narrow bridge holes,
- Improve links to local spaces/destinations eg schools, hospitals, workplaces, to integrate the canal with its surroundings.

Community Safety:

- Improve hidden corners to reduce fear of crime;
- Install lighting, especially in isolated areas;
- Safe junctions at road crossings should be provided.

Public Art/ Signage:

- Provide route continuity and signs at strategic links , eg routes for cyclists and walkers to and through the Paddington area should be clearly marked, and should be as direct as possible;
- Improve signage for increased awareness for all towpath users.

Maintenance & Management:

- Currently the towpath is maintained and managed differently in seperate boroughs. Thames 21 have an agreement with the City of Westminster and British Waterways London to deliver the cleaning contract for the towpath in Westminster.
- There are no such agreements between Thames 21 and the London Borough of Hammersmith & Fulham or the Royal Borough of Kensington & Chelsea and there is a need for a co-ordinated approach to maintenance and management along the whole length;

Potential Partners:

- British Waterways;
- National Grid,
- London Borough of Hammersmith & Fulham, the Royal Borough of Kensington & Chelsea, and the City of Westminster,
- Thames 21,
- Sustrans;
- Transport for London.

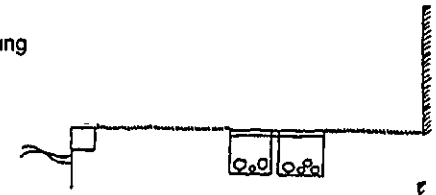
Towpath Improvements by Character Area

Rec No.	Proposal	Surface Treatment	Average Width of Towpath	Length of Towpath (approx.)	Time Scale	Approximate Cost	Comments
Towpath Improvements through:							
00a	**Industrial Character Area** *(Scrubs Lane to Gas Works Pocket Park)*	Re-align path to improve 'blind' corners by extending the width of the towpath with bound gravel towards the waters edge. Re-instate grass verge to allow for 'comfort zone'	2.5m	450m	Medium to high	£40,000	
00b	**Rural Character Area** *(Gas Works Pocket Park to Ladbroke Grove)*	Sainsburys section is already suitable for shared use, a wide path, with a good even surface, echo this for new surfacing along rest of stretch, using bound gravel to extend the width of the towpath. Also re-align path to improve hidden corners	2.5m widening to 3m where width allows	Total = 900m less 200m resurface 700m	High	£70,000	Approx. 200m section of path already suitable – but this will need resurfacing in the future to maintain a high quality surface
00c	**Mixed Character Area** *(Ladbroke Grove to The Westway)*	Meanwhile Gardens stretch is a good example to follow for rest of this section, with a bound gravel surface laid over the duct covers so there is continuity along this stretch	2.5m	Total = 1350m less 750m resurface 600m	Medium	£50,000	Large section of path by Meanwhile Gardens already suitable but this will need resurfacing soon to deal with settlement issues and to maintain the quality of surface
00d	**Housing Character Area** *(The Westway to Delamere Terrace)*	Wide available width in most places Replace hard canal edge with grass verge and resurface path with bound gravel laid over cable ducts	2.5 to 3m	Total = 1050m	Medium	£100,000	
00d	**Alternative Route**	Re-route cycle path as shared use path through Westbourne Green as part of wider park refurbishment scheme	3m	TBA	Medium	TBA	Subject to further discussion with City of Westminster
00e	**Moorings Character Area** *(Delamere Terrace to Little Venice)*	Narrow available width along this proposed no cycling section. Replace hard canal edge with bound gravel to increase width of path whilst allowing room for mooring bollards	2m	250m	Medium	£20,000	
			TOTAL	**3050m**		**£280,000**	

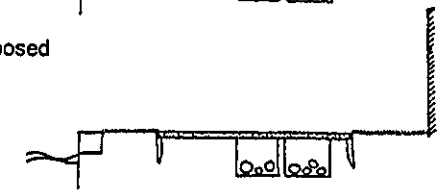
Generic sections of proposed towpath improvements

00a Industrial Character Area:

Existing



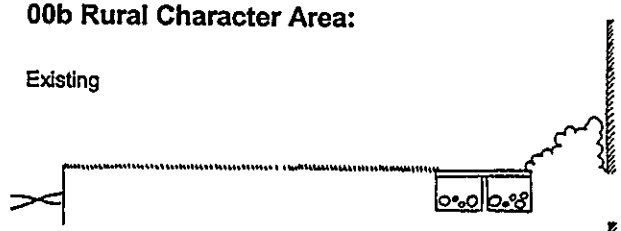
Proposed



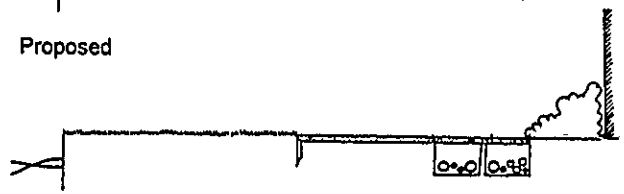
- Retain vegetated boundary verge
- Re-instate grass verge on canal edge
- Extend path either side of existing line with bound gravel to give a total width of 2 5m

00b Rural Character Area:

Existing



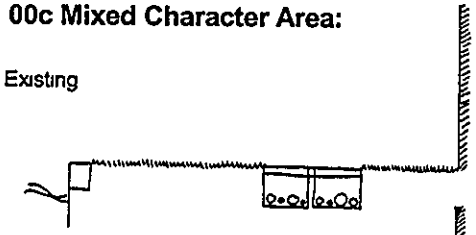
Proposed



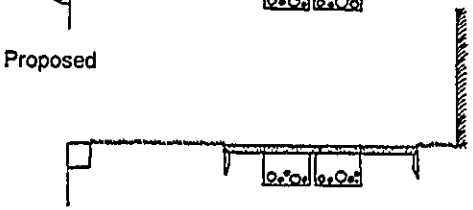
- Wide available width
- Retain vegetated strip along boundary wall and grass verge along the canal
- Extend path towards centre of towpath to help eliminate blind corners and widen path to 2.5 or 3m where possible with bound gravel

00c Mixed Character Area:

Existing



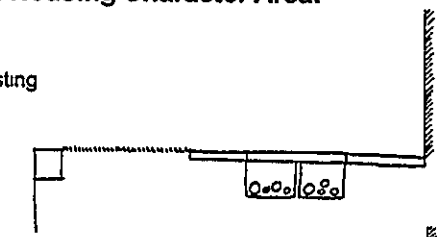
Proposed



- Retain aquatic vegetaion and soft edge to canal wherever possible
- Retain grass verge either side of resurfaced bound gravel path
- Widen path to 2m, or 2.5m where possible, with bound gravel laid over cable ducts

00d Housing Character Area:

Existing

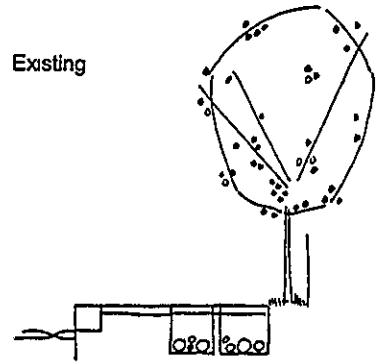


Proposed

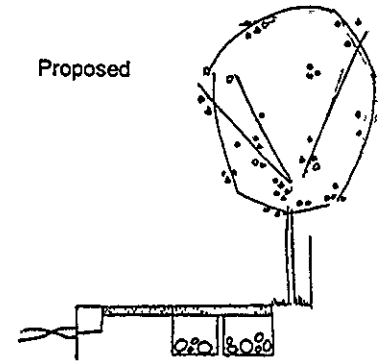
- Replace hard canal edge with grass verge
- Resurface path with bound gravel laid over cable ducts and extend width of path to 2 5m, 3m where possible

00e Mooring Character Area:

Existing



Proposed



- Retain vegetated verge along boundary railings
- Replace tarmac canalside strip with bound gravel creating a 2m wide level surfaced path

Access Improvement Action Plan

Rec No.	Also refer to	Proposal	Project Deliverer	Potential Partners	Time Scale	Outline Cost	Comments
Access Improvements							
01	p56, 58	Improve steps at this key node and remove access barrier	LBHF	British Waterways, London Borough of Hammersmith & Fulham	Short term	Part of £100,000 scheme	On-going project with BW and LBHF
02		Improving access steps from towpath into Nature Area with vegetation management	Groundwork	British Waterways, Sustrans Working Group Local Community Groups	Short term	£500	Contribution of staff time/work in kind with volunteers
03	p58	Potential for new access point into proposed mixed development site	Peabody Trust	British Waterways Peabody Trust Groundwork	Medium term	£10,000	Continue ongoing talks with Peabody Trust
06	p56, 58	Improve awkward junction onto towpath with warning signage. Carry out 'Access for All' audit to assess the existing barrier and replace if it does not meet the BT/Fieldfare Trust standards	British Waterways	British Waterways RBKC Groundwork RNIB/Garrow House	Short term	TBA	
07	p56, 58	Improve step access with handrail	RBKC	BW RBKC	Short term	£2,000	
07b	p56, 58	Alternative option. replace steps with 1:12 gradient ramp	RBKC	BW RBKC	Medium term	£50,000	
08	p56, 59	Improve stepped access	RBKC and McKays Site Developers	British Waterways, Royal Borough of Kensington & Chelsea, McKays Site Developers	On-going	Section 106 monies allocated	Section 106 monies made available from McKays development. Plans for access improvements are with RBKC planners waiting for approval

Access Improvement Action Plan

Rec No.	Also refer to	Proposal	Project Deliverer	Potential Partners	Time scale	Outline Cost	Comments
Access Improvements							
09	p56, 59	Improve existing access by moving the access to the other side of Halfpenny Steps where the ramp could be wider and have a gentler slope		British Waterways, RBKC Garrow House residents Groundwork	Short term	£2000	
10	p59	Formalise access point with new gate/fencing, resurfacing and signage		British Waterways, Meanwhile Gardens Community Association, Meanwhile Wildlife Garden (MIND RBKC)	Short term	£1,500	
11	p59	Improve access with graffiti clean up and new signage to inform people of alternative routes		British Waterways, Sustrans RBKC	Short to medium term	See signage and public art recs	
12	p57, 59	Improve access with new signage		British Waterways Sustrans RBKC City of Westminster Groundwork	Short to medium term		
14	p60	Repair existing ramp to improve drainage and stop water collecting at the base of the ramp	British Waterways	British Waterways	Short to medium term	£3,000	
16	p60	Assess existing barrier according to 'Access for All' standards and replace if necessary		British Waterways	Short term	TBA	
17	p60	Remove existing barrier to allow easier access along towpath for all users and incorporate cycle/vehicle barrier into access gate if deemed necessary		British Waterways Sustrans City of Westminster	Medium term	£1,000	

Community Safety Action Plan

Rec No.	Also refer to	Proposal	Project Deliverer	Potential Partners	Time Scale	Outline Cost	Comments
Community Safety Proposals							
01	p54,58	Remove graffiti from the bridge and access steps to make this gateway more inviting	BW	British Waterways Park Royal Partnership London Borough of Hammersmith & Fulham	Short term	TBA	
05	p58	Signage and lighting is proposed to help reduce fear of crime by making the access point more welcoming	BW	British Waterways RBKC Sainsburys Groundwork	Short to medium term	£10,000	
06	p54,58	Signage and lighting is proposed to help reduce fear of crime by making the bridge more welcoming	BW	British Waterways Westway Development Trust Groundwork Thames 21	Short to medium term	£10,000	
07	p54,58	Improve the approach to the canal from Kensal Road by restricting parking in front of the access steps and proposed lighting and signage		British Waterways RBKC	Short term	£5,000	
08	p54,59	Improve the approach to the canal from Kensal Road by restricting parking in front of the access steps and proposed lighting and signage		British Waterways RBKC	Short term	£5,000	
09	p55,59	If this gateway access point is improved with lighting and signage as part of a wider access improvement project, more people should be encouraged to use the canal as a route, therefore increasing passive surveillance and decreasing local perceptions of fear and crime	BW	British Waterways RBKC Groundwork Garrow House residents Local businesses and community groups	Short term	£5,000	

Community Safety Action Plan

Rec No.	Also refer to	Proposal	Project Deliverer	Potential Partners	Timescale	Outline Cost	Comments
Community Safety Proposals							
12	p55, 59	Improvements to the boundary fencing are proposed, along with graffiti cleaning and new signage to help orientate towpath users		British Waterways RBKC City of Westminster	Short term	TBA	
13	p59	Boundary improvements, including graffiti cleaning and the removal of barbed wire from the boundary walls are proposed here It is hoped that with this and the proposed arts project this area will be improved		British Waterways, City of Westminster Westway Development Trust Groundwork	Short to Medium term	£5,000	
15	p60	Signs warning cyclists that they may have to dismount at the bridge underpass during busy periods should be located here. The area should be cleared of graffiti and lighting is recommended to improve the area.		British Waterways Sustrans City of Westminster	Short to medium term	£5,000	

Public Art/Signage Action Plan

Rec No.	Also refer to	Proposal	Project Deliverer	Potential Partners	Time Scale	Outline Cost	Comments
Proposed Signage and Public Art							
01	p54, 56	Improved gateway feature including directional signage at this key node onto canal	British Waterways	British Waterways London Borough of Hammersmith & Fulham Park Royal Partnership	On-going	TBA	On going
03	p54	Combined art/signage feature marking proposed access point into new development site		British Waterways Peabody Trust Groundwork	Medium term		Continue talks between British Waterways and Peabody Trust
04		Proposed warning signage at nearest access points to inform towpath users of steep gradient ahead	British Waterways	British Waterways Sainsburys	Short term		
05	p56	Information and directional signage is proposed at this key node onto the canal	British Waterways	British Waterways Sainsburys	Short term		
06	p54, 56	Warning signage is recommended here to inform towpath users of awkward junction ahead and potential conflicts at this narrow, blind bridge approach, and to encourage cyclists to use Ladbroke Grove West ramp	British Waterways	British Waterways	Short term		
07	p54, 56	Watermark signage is recommended at the junction of Adela Street and Kensal Road to indicate the close presence of the canal	British Waterways	British Waterways RBKC Local businesses	Short to medium term		

Public Art/Signage Action Plan

Rec No.	Also refer to	Proposal	Project Deliverer	Potential Partners	Time Scale	Outline Cost	Comments
Proposed Signage and Public Art							
08	p54, 56	Watermark signage is recommended at the junction of Alderson Street and Kensal Road to indicate the close presence of the canal		British Waterways RBKC Local businesses	Short to medium term		
09	p55, 56	Signage and Art is proposed here to create an improved gateway onto the canal. Information on distance to the nearest access points and local features of interest, such as Meanwhile Gardens, should be included		British Waterways Sustrans RBKC Garrow House residents Local Community Groups Groundwork	Short term		
10	p55	As part of a wider access improvement directional signage is proposed here		British Waterways Meanwhile Gardens Community Association	Short term		
11	p55	As part of a wider access improvement directional signage is proposed here		British Waterways, Meanwhile Gardens Community Association Local businesses Groundwork	Short term		
12	p55, 57	New signage including a map of the local area showing links to shopping areas/areas of interest is recommended here		British Waterways RBKC City of Westminster Local businesses	Short to medium term		
13	p57	Public Art is recommended in the Westway area to improve local perceptions and the environment of this area		British Waterways Westway Development Trust Groundwork Thames 21	Medium term		

Public Art/Signage Action Plan

Rec No.	Also refer to	Proposal	Project Deliverer	Potential Partners	Time Scale	Outline Cost	Comments
Proposed Signage and Public Art							
14	p55	Information signs are proposed here to help orientate towpath users and mark the canal from Harrow Road		British Waterways, Local businesses and community groups Groundwork	Short term		
15	p57	Warning signs are recommended here because of the narrow bridge underpass and low headroom		British Waterways, Sustrans	Short term		
16	p55	Signs indicating that the towpath is cycle free from here to Little Venice are proposed. Alternative routes through the park running parallel to the canal should be investigated		British Waterways, Sustrans, City of Westminster Groundwork	Short term		
17	p55	Signs indicating that the towpath is cycle free from here to Little Venice are proposed. On road routes are being investigated as part of Buchanons report		British Waterways, Sustrans, City of Westminster	Short term		
18		Signs giving information on the history of this area and links to local areas, such as Regents Park and Paddington are recommended here. These signs should state that this section of canal is cycle free but also indicate links to local cycle routes		British Waterways, Sustrans,	Short to medium term		

Public Art/Signage Action Plan

A Public Art/Signage/Interpretation Strategy

There is considerable scope for the use of combined signage and public art to raise the profile of the canal from key road crossings. This could involve the local community and draw upon the history and environment of the canal and it's local context.

There is a good example of the use of public art along this stretch of canal, near the Harrow Road bridge at Westbourne Green. This mural was made entirely out of litter and involved local school children and communities in the design of the art work. It is a striking feature on a previously blank canalside wall. The project was led by Thames 21 and supported by London Waterways Partnership.

Ideas for other art/signage projects could include a series of lit access points, creating focal areas along the canal. These could also help to add a sense of security as people would be visually aware of the nearest access points. Examples of this can be seen along the stretch of canal at Meanwhile Gardens.

Interpretation and signage could be integrated as part of a public art programme serving as key gateway markers to the canal. These would need to include up to date directional information and should state the distance to the next access point and highlight local features of interest. The markers would need to be of robust design and be vandal resistant.

The project should include off site interpretation of the canal, for example from Paddington Station, with waymarked trails leading to the waterway. This could comprise an artwork motif set into the pavement or boundary walls along the route.

Reference should be made to the current Regent's Canal Signage Strategy.

To complement the arts/interpretation programme the opportunity should be taken to produce an updated walking, cycling and access leaflet for the Paddington Branch of the Grand Union Canal. This could also include information on the history of the canal, it's environment, local features of interest and links to nearby stations and cycling/walking routes and trails.

It is recommended that a signage strategy is commissioned so that a continuous approach for all signs along this stretch is maintained, and as such signage costs have not been included as part of this action plan.

1. Art work at Westbourne Green, a project that involved local schools and communities.

2. Gateway posts at Meanwhile Gardens, which light up at night creating a series of focal access points along the whole length of the park.

3. Floor plaque at Meanwhile Gardens, situated at the road entrance to the park and indicating routes to various locations including the canal.

Maintenance & Management

Maintenance & Management

Currently the towpath is maintained and managed differently in seperate boroughs. Thames 21 have an agreement with the City of Westminster and British Waterways London to deliver the cleaning contract for the towpath in Westminster Thames 21 cleansing operatives do not take the conventional approach, and work with members of the local community;

There are no such agreements between Thames 21 and the London Borough of Hammersmith & Fulham or the Royal Borough of Kensington & Chelsea and there is a need for a co-ordinated approach to maintenance and management along the whole length;

Boundary Improvements and Graffiti removal

Estimated costs for pursuing individual boundary improvements are difficult to determine without the owner/tenant's involvement. It is proposed that the most effective way to take this forward would be through the creation of a boundary improvement initiative, including graffiti removal, which could be managed by British Waterways or the local Groundwork trust. Thames 21 also deliver a 'Canal Keepers' scheme, funded by DEFRA and British Waterways London. There are now 40 volunteer wardens along the Canal Network in London, the majority on the Paddington Arm. They remove litter and graffiti from the canal environment and pass on information to BW and the project co-ordinator. The Canal Keepers are a diverse range of people, fully representing London's communities in both age and cultural background.

It is estimated this would cost approximately £100,000 per annum.

way forward

6.0

6.1 Next Steps

Summary

- Framework for future towpath and access improvement schemes, with design best practice guidance;
- This pilot length will form a working example for other London waterways;
- The Action Plan is a dynamic tool to be updated regularly;
- Partnership is key to sustainable, long term improvement schemes. A partnership of bodies with specific interest in the canal will ensure an on-going co-ordinated delivery of projects;
- Community consultation will be important when taking these proposed projects forward;
- A co-ordinated marketing and branding strategy, where the positive attributes and wide appeal of the canal are promoted will help to reach a wide audience, ranging from tourists to local people.

Next Steps

This strategy offers a framework within which the upgrading of the Grand Union Canal Paddington Branch towpath might take place. It proposes targeted actions based on the provision of a shared use path for walking, cycling and access improvements.

The action plan includes a range of short solutions or 'easy wins', to medium and long-term actions that will require long term vision and a willingness to embrace change. The action plans are a dynamic tool for planning and budget control and should be updated regularly

It is hoped that this study will be used as a working example for other London waterway access and towpath improvement schemes, and for this stretch of canal that it will lead onto a full action plan for improvements to other aspects of the towpath environment, for example, landscape and ecological improvements, boundary improvements, an interpretation strategy such as that on the Regent's Canal, and the provision of seating and other appropriate street furniture.

Partnership will play a key role in these improvements taking place and it is important that a sense of continuity and cohesion is maintained, with British Waterways being consulted on all matters relating to changes affecting the canal corridor.

Important first steps will include gaining approval from the three London Boroughs through which this stretch of the Grand Union Canal passes and it is envisaged that the guidelines included in this document will form the basis of future Supplementary Planning Guidance documents produced by the boroughs.

Maintenance agreements should be set up wherever possible with the relevant borough authorities, following guidance from the recent LCC Park Royal study, so that there is a continuous design and management approach along the canal

British Waterways is holding continuing talks with National Grid as part of the existing maintenance/management agreement, to discuss future improvement schemes along the lengths of towpath that are affected by the cable ducts.

Further community consultation should take place, aiming to engage local people and raise the profile of the canal and the proposed programme of access improvements. Local consultations, such as 'Splash at the Canal' are already taking place (*contact Charlick + Nicholson for more details) and it is important that feedback from these consultations is built into any improvement schemes along the canal.

Priority projects have been identified (see Action Plans for further details).

- Scrubs Lane access point,
- Wedlake Street/Halfpenny Steps access improvements;
- Ladbroke Grove;
- Improvements to the Westway area, which are already being taken forward;
- Towpath improvements for key stretches,
- Signage strategy with links to the wider area.

It is recommended that these projects are taken forward immediately so that these key access points and the towpath itself are improved for as many users as possible

Innovation and quality are strong themes that should be adhered to and this relates to materials used as well as signage and quality of information available. More money invested early on can mean higher quality, longer lasting schemes.

Onward links to Paddington Basin and the Paddington Special Policy Area should be assessed and it is recommended that a new study is commissioned to formalise a cycle route for the future and to help complete this long distance cycle route at this important destination point

This programme of towpath and access improvements will help to enhance the canal corridor and make it a more welcoming and easy route to use, linking schools, hospitals, places of work and open spaces via a pleasant off-road route

---

** Charlick + Nicholson, Studio 116 Westbourne Studios 242 Acklam Road, London, W10 5JJ*

Fold out key for Recommendation Maps

GRAND UNION CANAL - PADDINGTON BRANCH

WALKING, ACCESS & CYCLING STUDY

Final Report

June 2003

Prepared for

Sustrans
British Waterways London Region
Royal Borough of Kensington & Chelsea

British Waterways London

Sustrans routes for people

Royal Borough of Kensington & Chelsea

British Waterways

Waterway Conservation & Regeneration Group

ARCHITECTURE • LANDSCAPE ARCHITECTURE • PLANNING
HERITAGE SKILLS • ECOLOGY • WATER QUALITY

THE LOCKS • HILLMORTON • RUGBY • CV21 4PP
• TEL (01788) 570625 • FAX (01788) 541076 •

British Waterways

WATERWAY CONSERVATION & REGENERATION GROUP

ARCHITECTURE
LANDSCAPE ARCHITECTURE
PLANNING, HERITAGE SKILLS
ECOLOGY, WATER QUALITY

ALEXANDRA WAREHOUSE
WEST QUAY
GLOS DOCKS
GLOUCESTER
GL1 2LG

THE LOCKS
HILLMORTON
RUGBY
CV21 4PP

FEARNS WHARF
NEPTUNE STREET
LEEDS
LS9 8PB